



Final Environmental Impact Statement Reuse of Naval Station Puget Sound, Sand Point Seattle, Washington

**Volume 3
(General Errata, Comments, and Responses)**

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**Final Environmental Impact Statement
Reuse of Naval Station Puget Sound,
Sand Point
Seattle, Washington**

**Volume 3
(General Errata, Comments, and Responses)**

VOLUME 3
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Section 1.0
Introduction

1.0 INTRODUCTION

This volume contains a copy of each written comment received on the Sand Point Draft Environmental Impact Statement (DEIS) and responses to all comments.

The proposed administrative action analyzed in this Final Environmental Impact Statement (FEIS) continues to be the disposal of real property made available by the closure of the Naval Station Sand Point. The alternatives considered in this EIS (City Plan and Options, Muckleshoot Plan, and the No-action Alternative) are intended to evaluate three separate proposals for the reuse of the property.

Section 2 lists changes between the DEIS and the FEIS. These changes are either editorial or reflect changes in the situation that have occurred since the DEIS was prepared.

Comments on the DEIS and responses to the comments appear in Section 3. The organization of the comments and responses is discussed in the following two paragraphs.

Persons commenting fell into four groups: representatives of federal agencies, local agencies, citizen groups, and individual citizens. The comments have been organized accordingly and assigned the following letter-codes:

F	Federal agency
L	Local agency
CG	Citizen group
I	Individual citizen

Within these groupings, responses are ordered alphabetically by author's name and designated F-1, F-2, and so on. Separate topics addressed within each written comment have been numbered also. Responses are keyed to comment and topic. Thus, comment L-1 has responses L-1-1 to L-1-40.

Following the written comments, a transcript of the public hearing held on December 2, 1996, is included. This document is coded "PH." Topics mentioned by the participants in the hearing are numbered straight through as PH-1, PH-2, and so on, regardless of which speaker made the comment.

Many comments made at the public hearings and in writing objected to the proposed uses of Sand Point, rather than identifying deficiencies in the DEIS. The purpose of the responses provided in this FEIS is to respond to comments about the EIS, not to defend the policy choices embodied in a proposal. Accordingly, when the comment primarily

objects to a proposed use, rather than the environmental impacts of the proposal and related environmental analysis, the response may simply be acknowledged by the response "the comment has been noted."

In addition, several comments were received regarding the City of Seattle's new and revised plan. This plan is constantly undergoing changes and amendments, although it continues to be based on the November 1993 City Plan and the February 1996 "Options to the City Plan." The trend of the changes to the City's plan has been toward a lesser degree of development. Since these changes will most likely reduce the potential impacts of the City's reuse plan and are well within the scope of Navy's EIS, Navy's FEIS evaluates the original reuse plan. Changes in the City Plan are mentioned in the FEIS for the purpose of clarification; however, the overall alternatives remain the same as those previously analyzed in the DEIS.

Section 4 is a log of all comments received, arranged alphabetically by the name of the person or group commenting.

Section 5 contains the distribution list for this FEIS.

Section 2.0
General Errata

2.0 GENERAL ERRATA

General errata in this FEIS consist of a number of changes determined not to alter the meaning or intent of the DEIS. These changes consist of minor clarifications, typographical corrections, and some updating of the process based on developments that have taken place since the issuance of the original DEIS. Notable changes throughout the document include the following:

- All mention of Ballard High School has been deleted throughout the document. It was originally intended that Ballard High School would be located on a temporary basis in Building 9. Since the release of the DEIS, the Seattle School District is no longer requesting to locate the high school at Sand Point. The evaluation continues to consider the use of Building 9 for educational purposes. The final conclusions regarding the level of impacts without the high school remain unchanged.
- The Historic section of the document has been amended to provide consistency with the pending Programmatic Agreement between Navy and the Advisory Council on Historic Preservation. In addition, further information has been provided regarding the future reuse within the Historic District. Additional mitigation has been provided stating that a deed restriction would be placed on the property pending final approval of the Programmatic Agreement. The final conclusions regarding the level of impacts regarding historic properties remain unchanged.
- Since the EIS was prepared, the Puget Sound region has been redesignated to "Attainment" for both carbon monoxide and ozone based on several years of monitoring, which shows ambient air quality standards to protect public health are not exceeded in and around Sand Point. This indicates that measures to reduce air pollution levels in the region are effective, and that air quality is improving. The only air pollutant for which nonattainment areas remain is PM-10, particulate matter less than 10 microns in diameter. The PM-10 nonattainment areas are in Kent, the Duwamish waterway (Seattle), and the Tacoma tideflats. Even these three areas will be proposed for designation to attainment in the near future.
- While the air quality in the region is improving, the requirement for a conformity analysis remains under federal regulations. For this reason, no change is being made to the conformity analysis in this document, which demonstrates the proposal is consistent with the federal Clean Air Act.

- History and Background (Summary Section) has been updated.
- Base Closure and Reuse (Chapter 1, Background) and Figure 1-3 have been amended to update the process and reflect amendments to the City Plan. The City Plan was amended based on public comment during the City of Seattle's plan development and EIS process.
- Chapter 4-3, Socioeconomics, Direct and Indirect Environmental Impacts, has been amended to include further information regarding group homes. This information was provided on May 9, 1997 by George Scarola, Sand Point Community Housing Association in a memorandum to Neil Bass (EFA Northwest). The final conclusions regarding the level of impacts regarding socioeconomics remain unchanged.
- Table 4-9 has been amended to include updated information regarding group homes and the number of youth to be served in these facilities. The total number of potential residents has been reduced. The final conclusions regarding the level of impacts regarding land use remain unchanged.
- Table 4-11 has been amended to indicate proper common names of buildings. These changes are consistent with the Programmatic Agreement.

Section 3.0
Comment Letters/Responses to Comments



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, Washington 98101

F-1

Reply To
Attn Of: ECO-088

Don Morris
Department of the Navy
Engineering Field Activity, Northwest Naval
Facilities Engineering Command
19917 7th Avenue N.E.
Poulsbo, Washington 98370-7570

Dear Mr. Morris

The Environmental Protection Agency (EPA) has conducted a preliminary review of the Draft Environmental Impact Statement (EIS) for the Reuse of Naval Station Puget Sound, Sand Point. Our abbreviated review was conducted under the National Environmental Policy Act and Section 309 of the Clean Air Act, which directs EPA to review and comment on all federal EISs.

Following our preliminary review, EPA has found no significant statutory or jurisdictional issues from its perspective. We will not be providing specific review comments at this time. Therefore, we are rating this draft EIS LO (Lack of Objections). An explanation of the EPA rating system is enclosed for your reference. This rating will be published in the Federal Register.

Thank you for the opportunity to review this draft EIS. If you have any questions regarding our review, please contact John Bregar at 206/553-1984.

Sincerely,

A handwritten signature in black ink, reading "Richard B. Parkin", is written over the typed name.

Richard B. Parkin, Manager
Geographic Implementation Unit

F-1 ATTACHMENT

U.S. Environmental Protection Agency Rating System for Draft Environmental Impact Statements Definitions and Follow-Up Action*

Environmental Impact of the Action

LO - - Lack of Objections

The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC - - Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO - - Environmental Objections

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU - - Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 - - Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 - - Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 - - Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.

Response

F-1 U.S. Environmental Protection Agency

F-1-1 The U.S. Environmental Protection Agency has reviewed the DEIS and has rated the document LO (Lack of Objections). No response necessary.



United States Department of the Interior

UNITED STATES GEOLOGICAL SURVEY Biological Resources Division

Northwest Biological Science Center
6505 NE 65th St
Seattle, WA 98115
(206) 526-6282

November 26, 1996

Mr. Don Morris
Code 232 DM
Engineering Field Activity, Northwest
Naval Facilities Engineering Command
19917 Seventh Avenue N.E.
Poulsbo, WA 98370-7570

Dear Mr. Morris:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement, Reuse of Naval Station Puget Sound, Sand Point, Seattle, Washington. I am providing these comments as Director of the Northwest Biological Science Center (NBSC), a Federal (USGS) facility located on the southeast portion of the project area.

Effective October 1, 1996, all personnel and functions of the National Biological Service (NBS) were transferred by Congressional action to the United States Geological Survey (USGS) as its new fourth division, the Biological Resources Division (BRD). Our mission to carry out biological research remains intact. References to "U.S. Fish and Wildlife Service," "National Fisheries Research Center," "National Biological Survey," and "National Biological Service" in this and previous documents are now out of date.

My primary concern with the Draft EIS is language that appears to propose acquisition of the site of the NBSC, a Federal research laboratory, by the City of Seattle. To my knowledge, neither the City's original Preferred Reuse Plan, nor the City's February 22, 1996 letter from Eric Friedli to Neil Bass outlining changes to this plan indicated possible City acquisition of this site. Accordingly, the July 15, 1996 draft EIS showed this site as a federal acquisition by NBS (p. 15) for institutional land use (p. 33). This is in keeping with the original request by the NBS to acquire this site under the provisions of BRAC.

Yet the current Draft EIS states (p. 1-7) the City is considering acquisition of the NBSC site with lease back to the [former] NBS, "if the City, NBS, and NOAA can

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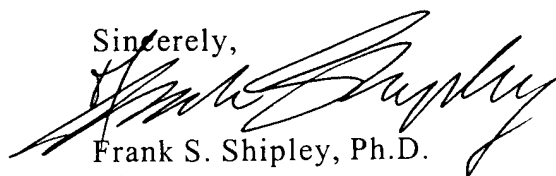
2

agree on a no-cost lease arrangement." Further, the document states on p. 2-12 that: "the City plans to lease back...4 acres (1.6 hectares) to NBS." Neither I nor the Western Regional Biologist (formerly titled Western Regional Director, NBS) have been informed by the City of this acquisition proposal. The USGS would likely have reservations about leasing a site from the City of Seattle for a Federally-owned laboratory. The acquisition of the NBSC site by the City, which to my knowledge has not been previously proposed as part of the public process, should not appear in the document.

Also, as a note of information, Building 204 is now being demolished under an asbestos abatement demolition contract. This is part of the original plan for our laboratory construction, and the site will become a parking area.

I look forward toward cooperating with all parties on the completion of this EIS and the implementation of the Reuse Plan.

Sincerely,



Frank S. Shipley, Ph.D.
Director

cc Doug Buffington

Response

F-2 United States Department of the Interior United States Geological Survey, Biological Resources Division

F-2-1 All references throughout the EIS have been changed from "U.S. Fish and Wildlife Service (USFWS)", National Fisheries Research Center," "National Biological Survey (NBS)," and National Biological Service (NBS)" to "Biological Resources Division (BRD)".

F-2-2 The City of Seattle has only been interested in acquiring the NOAA 10 acres and leasing it back to NOAA. The BRD (previously NBS) site is not being considered by the City for acquisition at this time.

Amend the text in Section 1.2.2 (first paragraph on page 1-8) as follows:

Navy approval of the property transfer requests by BRD and NOAA is pending.

F-2-3 Building 204 is to be demolished under an asbestos abatement demolition contract. The original plan has been changed to designate this area as a parking lot.



United States Department of the Interior

F-3

OFFICE OF THE SECRETARY
Washington, D.C. 20240

In Reply Refer To:
ER 96/745

NOV 20 1996

Don Morris
Environmental Planner
U.S. Department of the Navy
Engineering Field Activity, Northwest
Naval Facilities Engineering Command
19917 7th Avenue, N.E.
Poulsbo, Washington 98370-7570

Dear Mr. Morris:

This is in regard to the request for the Department of the Interior's comments on the draft EIS concerning the Reuse of Naval Station Puget Sound, Sandy Point.

This is to inform you that the Department may have comments, but will be unable to reply within the allotted time as we have just received your transmittal of sufficient copies to satisfy our intradepartmental needs. Please consider this letter as a request for an extension of time in which to comment on the draft statement.

Our comments should be available by the end of December 1996.

Sincerely,

Terence N. Martin

Terence N. Martin
Team Leader
Natural Resources Management
Office of Environmental Policy
and Compliance

Response

F-3 United States Department of the Interior Office of the Secretary

F-3-1 Letter stated that comments would be sent by December 1996. No further comment letter was received. No response necessary.

City of Seattle

Executive Department—Office of Management and Planning
Office of Sand Point Operations

Thomas M. Tierney, Director
Norman B. Rice, Mayor
Eric A. Friedl, Sand Point Director



L-1

January 17, 1997

Mr. Don Morris
Code 232 DM
Engineering Field Activity
Naval Facilities Engineering Command
19917 Seventh Avenue N.E.
Poulsbo, WA 98370-7570

**RE: City Comments on the Revised Draft Environmental Impact Statement for
Reuse of Naval Station Puget Sound**

Dear Mr. Morris:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for Sand Point. We appreciate the fact that many of the comments we submitted in response to preliminary releases were incorporated into this document. The result is a comprehensive analysis which adequately discusses all potential impacts. We hope these updated and suggested edits will be helpful in preparing the FEIS.

GENERAL COMMENTS

The City of Seattle's *Community Preferred Reuse Plan* has evolved since scoping for this EIS which took place in 1993. The role played by the City in this process has evolved accordingly. In our capacity as a Cooperating Agency under NEPA, our review of preliminary drafts of the Navy's EIS were conducted with the intention that the environmental review would also satisfy local SEPA requirements. As a result, our comments in the past have been very detailed. Because the City's accelerated redevelopment timeline did not correspond to the Navy's project schedule, the City developed its own Environmental Impact Statement last year. Rather than scrutinize the accuracy of the Navy's DEIS, the following comments are intended to clarify the differences between the City's and Navy's environmental review processes, update the reader regarding the local reuse proposals, and offer general assistance preparing the Final EIS.

THE DIFFERENCE BETWEEN CITY AND NAVY EIS

The release of two environmental impact statements on what appears to be the same topic within such a short time period has been confusing for many observers. It would be helpful for the introduction to contain a brief explanation of this difference. The following table summarizes the differences:
Comparison between City's and Navy's EIS

Characteristics	NAVY EIS	CITY EIS
LEGAL AUTHORITY	NEPA (42 U.S.C. 4371) BRAC (P.L. 101-510 104 Stat. 1808)	SEPA (SMC 25.05.)
DETERMINING ACTION	<ul style="list-style-type: none">• Base closure property disposal and reuse	<ul style="list-style-type: none">• Adoption by City council of Comp Plan Amendments, Zoning Proposal, and PDMP• Phase I Residential Re-use• Sitewide Infrastructure Upgrades• Temporary Ballard H.S.• Reuse of Building 5
OPTIONS ANALYZED	<ul style="list-style-type: none">• City's reuse plan• Options to City's reuse plan• Muckleshoot Tribe's reuse plan• No Action Alternative	<ul style="list-style-type: none">• City's Proposal• Reduced Development Option• No Action Alternative

UPDATES

There are a number of instances where options or specific activities mentioned in the City's plan have undergone further development since our comments to the Navy's DEIS submitted on preliminary drafts. Although these changes will most likely reduce the potential impacts of the City's reuse plan and are well within the scope of the Navy's EIS, readers of the EIS should be made aware of these developments. We suggest the following updates which should not require additional analysis will be incorporated into the FEIS.

CLOSURE/REUSE PROCESS

One example of recent change is the status of the base itself. Naval Station Puget Sound closed in September of 1995. Since then all Naval use of the site has ended and Naval functions have moved from Sand Point to Naval Station Everett or elsewhere. Following closure, the property remained in caretaker status, under the management of the Navy real estate office for approximately one year in what the DEIS describes as the "No Action Alternative." In April, the ball fields were made available to the City and the fence was moved west to allow public access. In July, under the terms of an interim lease, the City initiated caretaker status for the southern half of the base. On September 3, 1996 the City took over full

Mr. Don Morris
Page 3

caretaker responsibility from the Navy under the terms of the 10-year interim lease and opened an office at Sand Point.

The City continues to implement the Community Preferred Reuse Plan. Public process in 1996 included two City Council hearings along with two public workshops, a scoping meeting and hearing on the EIS, and an open house festival. Recent major accomplishments include submission of two public benefit discount property applications, initiation of design work. Negotiations are currently underway with a number of future site occupants.

UTILITIES

The City has made significant progress on infrastructure planning. Please refer to the attached Sand Point Infrastructure Report for specifics.

CITY'S EIS

As stated previously, in order to meet the re-use schedule, the City conducted its own environmental review in mid 1996 to comply with the City's SEPA ordinance. The City's EIS included both project-specific and non-project (programmatic) level actions. In cases where mitigation was called for, these measures will also mitigate impacts addressed by the Navy's EIS. Examples include the Construction Management Plan and the Transportation Management Plan designed to mitigate construction, traffic, and parking impacts.

TRANSPORTATION MANAGEMENT PLAN

The City is in the process of developing a Transportation Management Plan (TMP) for Sand Point. The purpose of the TMP is to mitigate potential transportation impacts and it is necessary for other reasons as well. The purpose of the TMP will be to reduce Sand Point-generated automobile traffic, particularly use of the Montlake Bridge as well as to improve transportation mode choice and manage on-site parking. Specific numeric goals will be developed to limit peak hour and overall drive-alone work and non-work trips and to increase transit use. These goals will be developed with input from the Sand Point Advisory Committee in order to be appropriate to site uses. Participation in the TMP will be required of occupants and contractors through lease and contract provisions. Components of the TMP will include appointment of a Sand Point Transportation Coordinator; scheduled promotional events; and a commuter information center to increase awareness of alternative transportation modes. Other components will include ridematch assistance, pedestrian oriented site and access improvements; possible transit or shuttle incentives; a parking management plan; and provisions for major special events. A more detailed outline of the TMP can be found in Appendix F of Volume 2 of the City's FEIS.

CONSTRUCTION MANAGEMENT PLAN

The City is in the process of developing a Construction Management Plan (CMP) for Sand Point. The CMP is being developed to mitigate potential construction impacts and it is necessary for other reasons as well. The CMP will address the following construction-related issues: Traffic, Site Access, Scheduling, Waste Management, Parking, Staging, Security, Noise, Ground Vibration, Water Quality including runoff and siltation, Air Quality, Recycled and Recyclable Materials, Energy and Natural

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Resources, Aesthetics, Disruption to Public Utilities, Archeological and Historic Preservation, Vegetation, Environmental Health, as well as other potential short term construction impacts. The CMP will be a condition of tenant leases and included in contract specifications. In addition, the CMP provisions will be made available for public review and may be incorporated into the Design/Management Guidelines. A more detailed outline of the CMP can be found in Appendix F of Volume 2 of the City's FEIS.

MAYOR'S RECOMMENDED CHANGES

The City received numerous public comments during its environmental review process which was conducted throughout 1996. As an effort to address public concerns, Mayor Rice has offered the following changes to the reuse plan. These changes have been incorporated into drafts of the proposed amendments to the Comprehensive Plan, the Zoning Proposal, and the Physical Development Management Plan (which have been attached for your reference.) Council action on these changes will take place following resolution of an appeal to the City's FEIS which is anticipated this spring.

HOUSING: The 50 "permanent, low-income housing units" would be eliminated. Language that allows for up to 200 units of transitional housing for families and individuals would be adopted.

New construction of housing would not be allowed between Buildings 26N and 26S and south of Building 26S along Sand Point Way. Instead, new construction of up to 97 units would take place only on existing parking lots and areas with existing buildings in Phase II of residential reuse. This would limit new City-sponsored residential construction to the parking lot south of Building 9, the sites of Buildings 310 and Building 6 and the adjacent parking areas. These sites would have no significant impacts on views or the historic character of the former base.

ZONING: Zoning in the residential area would be changed to L3 with a limit of 200 units within the Sand Point Overlay District. The existing SF7200 zoning on the rest of the site would remain and be modified by a Sand Point Overlay that excludes undeveloped areas and University of Washington housing.

BUILDING 2: Building 2 will become an indoor recreation center rather than a permanent film studio. Some of the open area will remain in a configuration that will allow it to be used as a film studio on an intermittent basis or as a facility for events or functions needing large indoor open space. This proposal would move Building 2 from the Education Area to the North Shore Recreation Area. This arrangement would have to be acceptable to the National Park Service to ensure it would meet criteria for a public benefit discount conveyance of the property.

BUILDING 67: Rather than a fire training center, this building will be used for arts, cultural, or community activities. The building would be demolished if no reuse can be found. This proposal would move Building 67 from the Education Area to the North Shore Recreation area. This arrangement would have to be acceptable to the National Park Service to ensure it would meet criteria for a public benefit discount conveyance of the property.

EXPANDED PARK AREA: By moving Buildings 2 and 67 into the North Shore Recreation Area that allows the City to expand the North Shore Recreation Area further to the south along Sand Point Way (see attached map). Much of this area is currently parking lot that would be targeted for removal and landscaping into green open space.

COMMUNITY INVOLVEMENT: Create an advisory board to provide input from participating stakeholders, the community and public agencies on all aspects of project management.

SITEWIDE IMPLEMENTATION GUIDELINES

The purpose of the implementation guidelines is to guide the site's reuse to retain the site's unique identifiable and historic character. The guidelines will provide needed technical direction to designers involved in different aspects of plan implementation by providing an overall sitewide design coordination manual. The guidelines will ensure that the goals of the Reuse Plan are translated into each project by providing the necessary design and implementation framework. Consistent standards will be established for each project in order to integrate to all activities planned for the former Naval base with Magnuson Park and the surrounding community.

Technical Guidelines will be included to identify specific materials, colors, furnishings, plant material, and signage for use covering typical situations at Sand Point/Magnuson Park. They are not intended to provide specific design solutions, but to provide guidance for designers and to identify a palette of materials which, if adhered to will result in the development of a unified and coherent environment of the years to come. The City anticipates that the Design Guidelines will also assist mitigation of a number of potential impacts of base reuse.

ALTERNATIVES ANALYZED

The reuse alternatives analyzed in the Navy's DEIS include the City of Seattle's *Community Preferred Reuse Plan* and options, the Muckleshoot Indian Tribe's *Proposed Reuse Plan for the Naval Station Puget Sound, Sand Point* and a no action alternative. The City's comments do not address analysis of the Muckleshoot plan as both the Tribe and the Bureau of Indian Affairs are cooperating agencies presumably responsible for this. Much of what the Muckleshoot Tribe proposes is not addressed in detail in the Tribe's reuse plan. For instance, the Tribe proposes a college for 5,000 to 7,000 students, yet proposes no new construction. We believe that a college of this size would not be technically possible given the existing buildings on site. Since this DEIS does not address components of the reuse plans which are not explored in detail, a significant body of potential impact is ignored.

One way of addressing this disparity would be to include a statement in the Summary explaining that the seeming greater number of impacts resulting from the City's plan as compared is solely the result of differing levels of detail and completeness between the two plans, and that many potential impacts of the Muckleshoot plan have not been considered.

7

8

COMMENTS ON INDIVIDUAL SECTIONS

CHAPTER 2

Figure 2-1A, B

Area containing Building 138 as well as the southern residential boundaries are drawn incorrectly. Please see figure 3 of the City's FEIS for correct locations.

Table 2-1

P. 2-11: Total residential area will be approximately 20 acres including 2.3 acres of proposed University of Washington housing.

P. 2-12 Including proposed street rights of ways, the North Shore Recreation Area, and the Sand Point Arts, Culture, and Community Activities Area, there will be slightly more than 90 acres of total park land. Under Open Space and Recreation, the City's plans include using both existing Navy recreation and non-recreation facilities for community recreation. A tennis center could either be constructed on existing sports fields or in Building 2.

Table 2-2

P. 2-13: The plan to demolish the north half of Building 11 has changed. Instead, this portion will be used for small craft center activities while the south half is used by the Muckleshoot Tribe for fisheries research. There are no plans to reuse building 12 for central steam production. Likely uses include arts, culture, and community activities.

P. 2-17: Building 310, the auto hobby shop will be razed and the 2 acre site will be used for future construction of housing for homeless families. Buildings 333 and 334 will be reused by the University of Washington for student family housing.

P. 2-18: Building 345 will be used for park maintenance, the term "service station" is inaccurate.

CHAPTER 3

P. 3-9: Under section 3.4.3 Land Use and Zoning Code, the fact that public schools are considered conditional uses in single family zones should be included.

P. 3-10: The section 3.4.5 Building Code is not entirely accurate. It should read: "Buildings at Naval Station Puget Sound *which have been substantially vacant for longer than one year* will be expected to comply with the UBC." (emphasis added) The Noise Ordinance section includes a statement that "it would have to be rezoned to accommodate the City Plan." This is redundant since a similar, more precise statement is already in section 3.4.3.

CHAPTER 4

P. 4-8: The City Plan does not include the category Light industrial/warehouse, yet Table 4-3 lists 1,120 square feet of this use?! Please revise or explain.

P. 4-14: In recent years prior to base closure, the commissary/PX complex was the largest draw on the base. Most of the former customers were veterans and other civilians rather than active duty Naval staff stationed at Sand Point. The Commercial Land Use Area section of the FEIS should quantify activity generated by these facilities.

P. 4-13: The last line on this page states: "The average number of personnel between 1989 and 1993 was 1,196." *Personnel* should be defined more specifically. Does this include residents, commissary customers, or just employees?

P. 4-15: Please update the Neighborhood Commercial Use section. The restaurant is now a convenience store and the dry cleaner is currently vacant.

P. 4-24: The description of Building 224 should be revised. Most rooms have two beds, not one as is listed in Table 4-9.

P. 4-51: Delete either *could* or *may* in the third line on this page.

4.3 SOCIOECONOMICS: There is no corresponding section in the City's EIS as this is not considered an element of the environment under the City's SEPA ordinance. The following data updates is from the 1996 City of Seattle Consolidated Plan which was submitted to HUD by the Seattle Department of Housing and Human Services in November of 1995.

P. 4-59: Table 4-18 should be replaced by the following current data:

Population Characteristics	Population (Persons)
Persons in the City's shelters and transitional housing	3,625
Unsheltered homeless adults	1,830
Street youth	350-500
Total	5,805-5,955

P. 4-60: The reference to the Seattle Department of Housing and Human Services should be updated from 1993 to 1996.

P. 4-61: Replace the Homeless Shelters section with the following current data: "More than 30 shelters and transitional housing provide up to 3,600 beds on any given night in the City. In the past 3 to 4 years, transitional housing in Seattle/King County has expanded. Of the 3,600 beds, approximately 400 are available to homeless persons for transitional housing." (City of Seattle Department of Housing and Human Services, 1996.)

P. 4-68: Studies have found that there are many mitigating factors which affect property values. For example, less dense, ground-related housing tends to be more desirable than larger, multifamily structures suggested by the Navy's DEIS. In any case, single family homes would be more in keeping with neighborhood character than existing barracks like Building 9. Thus it is unlikely that the proposal will devalue surrounding property by a quantifiable amount. In the implementation of the 1986 Low Income Housing Levy for example, the City funded over 1,200 units of subsidized housing, many for homeless people, yet there were no demonstrated cases where property values were reduced.

Urban cottages have been suggested as a design prototype because they are ground related and ideal for families with children and reflect a popular preference for single family dwelling units over more institutional housing types. In addition, simple construction techniques reduce construction costs and hopefully involve future residents in construction. Sand Point urban cottages could even serve as a prototype for inexpensive housing for other areas, consistent with Citywide housing goals.

Out of concern for the issue of design compatibility, the City is in the process of developing site-wide design guidelines. The guidelines will address a number of design issues to ensure that all renovations and new construction are compatible with the existing environment. In addition, in response to concerns over potential view blockages and loss of green space, all new residential construction would be limited under the mayor's proposals (see updates) to sites which are distant from existing private housing and outside of existing view corridors.

P. 4-72: See previous comment which also applies to section 4.3.3 for *City Plan and Options to the City Plan*.

4.4 RECREATION: Figure 4-9 and Table 4-22 as well as the accompanying text address public outdoor recreation only. To prevent confusion with nearby Community Centers as well as private recreation facilities which are not shown, the table and map should either be re-labeled or those facilities added.

P. 4-73: The description of Seattle's park system should be updated using current data. According to the City's most recent inventory, Seattle's park system is composed of 6,189 acres or about 10% of the City's land area. Page 4-79 should also be updated.

P. 4-75: Thornton Creek (11.2 acres) and University Playground (2.8 acres) should be added to

Table 4-22.

P. 4-78: Please revise the description of the City's process for updating the Magnuson Park Plan. See the updates section of this letter for current information.

4.5 TRANSPORTATION: There are a number of differences between the City's EIS transportation analysis and the Navy's. Some of these are due to timing while others may be due to difference in assumptions. It would be helpful if the Navy's FEIS could be more consistent with the City's FEIS as follows:

P. 4-83 and throughout (additional intersections): In response to public comment, the City added two intersections to its FEIS's transportation analysis. The intersections are NE 45th St. at NE 45th Place and Union Bay Place, and the proposed new entrance to the site near NE 77th St. Please refer to pages 101-127 of the City's FEIS.

P. 4-91 and throughout (different level of service calculations): The City and Navy used different editions of the Highway Capacity Manual (HCM.) The City used a 1994 version of the HCM while the Navy used the 1985 edition. Because the Navy's original analysis preceded the 1994 version, there is a significant difference in the results for the intersection at Sand Point Way NE at NE 95th St. While the Navy's DEIS results show LOS F for all year 2000 alternatives including no action, the City's DEIS results show LOS B for no action, and LOS F for the proposed plan. Accordingly, the Navy analysis finds no impact from the Plan, while the City analysis finds impacts at this intersection.

P. 4-93 *Traffic Safety* (Accident data): The City's EIS uses more recent accident data for the traffic safety section. On page 4-93, the Navy's DEIS states "However, the City considers the signalized intersection of N.E. 45th Place/Montlake Boulevard N.E., with an average number of six accidents per year, as a high accident location." According to discussions with Seattle Engineering Department staff, this is no longer the case, based on recent accident data.

P. 4-96 (Trip Generation): The two EISs differ on the estimated number of trips generated by the City's Plan. Daily trip estimates are close, but p.m. peak hour is off -- 1,204 (Navy) vs. 1,079 (City). This is likely due to different assumptions about land use and trip generation rates. Ultimately, it does not affect the conclusions of the DEIS.

P. 4-96 *Trip Distribution*: The City assumed a different distribution of trips from the site onto the transportation network based on the citywide traffic forecasting model. Although there is no "correct answer" since both are assumptions, this difference may be confusing to readers of the two documents.

Mr. Don Morris
Page 9

P. 4-110: The Navy DEIS identifies the LOS at Sand Point Way NE and NE 95th St. as having an impact under all alternatives (including No Action). The City identifies this intersection as having an impact under the Proposal (the City's re-use plan,) but not the reduced development or no-action alternatives. Both EISs recommend mitigation for trip generated impacts at this intersection. The Navy DEIS recommends consideration of a signal or other measures to improve access for the eastbound left turn movement. Because it is unlikely that traffic volumes will justify installation of a traffic signal, the City recommends a protected left-turn lane in the center of Sand Point Way N.E. to enhance left-turn movements for eastbound traffic. (Please see page 125 of the City's FEIS.)

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Both EISs differ on the impacts to Montlake Bridge traffic. On the last paragraph of page 4-108 and on page 4-111, under section 4.5.4 *Unavoidable Adverse Impacts*, the Navy DEIS does not identify the Montlake Bridge as having a significant adverse impact. By contrast, the City's EIS identifies the additional traffic as an unavoidable adverse impact.

4.7 PUBLIC SERVICES AND UTILITIES: Considerable investigation of existing utility conditions has taken place since this section of the DEIS. Please revise and update. A recent draft of the Sand Point Infrastructure Plan is attached.

37

P. 4-142: The location of Station 38 is incorrectly drawn on Figure 4-28. It is actually located much further north and east.

38

P. 4-171: The wetland discussion is not consistent with the City's FEIS which was written by a certified wetlands biologist following an inspection of the site. According to the biologist, the drainage ditch was not large enough to be classified as a wetland nor did wetland conditions prevail for a long enough duration. Please revise the text to be consistent with the City's FEIS which states on page 46: "A potential regulated wetland was identified by aerial survey in a drainage ditch. The ditch is located at the foot of a steep wooded slope...east of Buildings 330, 331, and 332 the former officers' quarters. Site inspection revealed that the wetland vegetation in the ditch is dominated by cattails and soft rush limited to a narrow channel, and it is unlikely to meet the criteria for a regulated wetland."

39

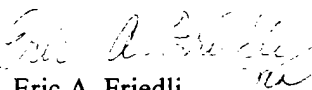
P. 4-188:

The City proposes to demolish 300,000 square feet of building space, not 30,000 as stated in the Navy's DEIS.

40

This letter summarizes the comments received from reviewers within several departments. If you have any questions about our comments, please contact me at 684-8369 or Mike Usen at 233-0063.

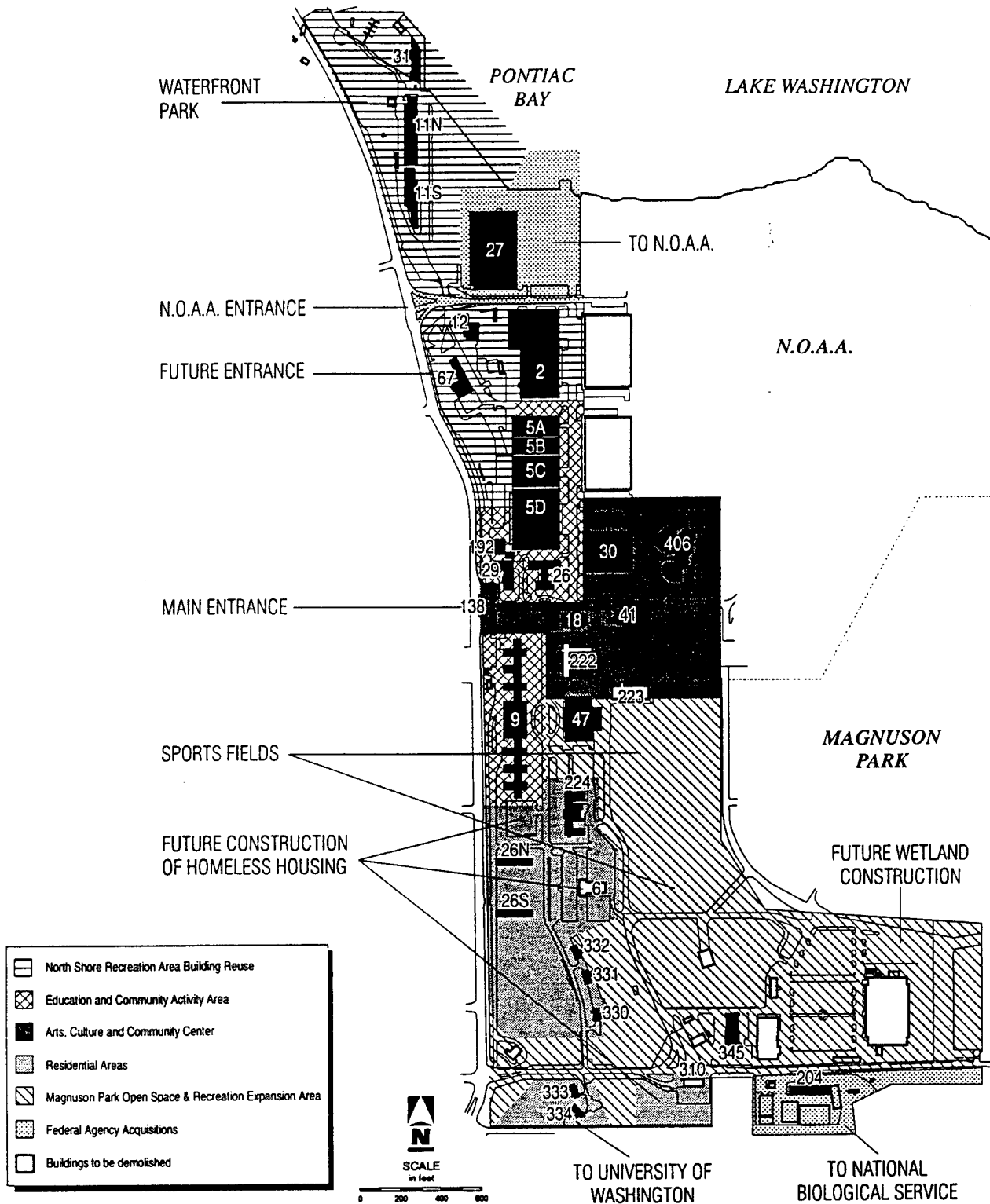
Sincerely,



Eric A. Friedli
Director

Enclosures

EXHIBIT B Sand Point Reuse



Response

L-1 City of Seattle Office of Planning and Management

L-1-1 There has been much confusion with regard to the relationship of Navy's DEIS and the City of Seattle's EIS. The FEIS has been clarified in numerous places to address the differences. In addition, the description of the City Plan with Options in the FEIS includes components of the adopted City FEIS.

L-1-2 Updates: There are a number of instances where specific activities outlined in Navy's City Plan alternative have undergone further refinement since the original plans were submitted in 1993 and 1996. This plan is constantly undergoing changes and amendments and continues to be based on the November 1993 City Plan and the February 1996 "Options to the City Plan," which are evaluated in this EIS.

The proposed administrative action analyzed in this EIS continues to be the disposal of real property made available by the closure of the Naval Station Puget Sound, Seattle, Sand Point. The alternatives considered in this EIS (City Plan and Options, Muckleshoot Plan, and the No-action Alternative) are intended to evaluate three separate proposals for the reuse of the property.

Through the continuous changing process that the City is currently undergoing, the new scenarios continue to reflect a lesser degree of development. These changes will most likely reduce the potential impacts of the City's reuse plan and are well within the scope of Navy's EIS and therefore it has been determined that Navy's document will continue to evaluate the original reuse plan.

Closure and Reuse Process: The Executive Summary, History and Background section in the Summary has been amended to include further details of the recent changes in status of the site. Amendments are as follows:

EIS Revisions-Executive Summary-History and Background

- Several paragraphs in this section have been rearranged.
- Add new material at the bottom of page vi as follows:

Sand Point operationally closed in September 1995. Since then all naval use of the site has ended and naval functions have been moved from Sand Point to Naval Station Everett or elsewhere. Following closure, the property remained in caretaker status, under the management of Navy real estate office for approximately 1 year. In April 1996, the ball fields were

made available to the City to allow public access. In July, under the terms of an interim lease, the City accepted caretaker responsibilities for the southern half of the base. On September 3, 1996, the City took over full caretaker responsibility from Navy under the terms of the 10-year interim lease.

- Amend new paragraph 2 on page vii to read as follows:

On July 15, 1996, the City released a Draft EIS, pursuant to the State Environmental Policy Act (SEPA) evaluating amendments to the Comprehensive Plan, zoning, and a Physical Development Management Plan. In response to the Draft EIS, the City received numerous comments requesting that the plan be amended.

See Response L-1-6 for further details regarding amendments to the City Plan.

New wording was added throughout the summary to describe the recent updates to the City Plan.

- L-1-3** Navy acknowledges the updates that have been made in infrastructure planning. No revisions to the FEIS are necessary.

- L-1-4** Navy acknowledges the City's proposal to adopt a Transportation Management Program. In order to acknowledge this plan, the following text as been added to the FEIS:

Add new section 3.4.7 (Relevant Policies, Plans, Regulations, and Laws) as follows:

3.4.7 Transportation Management Program (TMP)

The City of Seattle is in the process of developing a transportation management program (TMP) for Sand Point to mitigate potential transportation impacts. The purpose of the TMP is to reduce automobile traffic generated by Sand Point, particularly use of the Montlake Bridge, as well as to improve transportation mode choices and manage on-site parking. The TMP will help limit peak hour and overall drive-alone work and non-work trips and help increase transit use. The TMP will be developed with input from the Sand Point Advisory Committee in order to be appropriate to site uses. Participation in the TMP will be required of occupants and contractors through lease and contract provisions. Components of the TMP will include appointment of a Sand Point Transportation Coordinator, scheduled promotional events, and a commuter

information center to increase awareness of alternative transportation modes. Other components will include ridematch assistance, pedestrian oriented site and access improvements, possible transit or shuttle incentives, a parking management plan, and provisions for major special events.

- L-1-5** Navy acknowledges the City's proposal to adopt a Construction Management Program (CMP). In order to acknowledge this plan, the following text as been added to the FEIS:

Add new section 3.4.8 (Relevant Policies, Plans, Regulations, and Laws):

3.4.8 Construction Management Program (CMP)

The City is in the process developing a Construction Management Program (CMP)) (This document is incorporated by reference in this FEIS) for Sand Point. "The CMP is being developed to mitigate potential construction impacts. The CMP will address the following construction-related issues: traffic, site access, scheduling, waste management, parking, staging, security, noise, ground vibration, water quality including runoff and siltation, air quality, recycled and recyclable materials, energy and natural resources, aesthetics, disruption to public utilities, archaeological and historic preservation, vegetation, environmental health, as well as other potential short-term construction impacts. The CMP will be a condition of tenant leases and will be included in contract specifications. In addition, the CMP provisions will be made available for public review and may be incorporated into the Sitewide Implementation Guidelines.

- L-1-6** The City of Seattle received numerous public comments during its environmental review process which was conducted throughout 1996. As an effort to address public concerns, Mayor Rice has offered the following changes to the reuse plan. These changes have been incorporated into amendments to the Comprehensive Plan, Zoning, and Physical Development Management Plan.

- Add the following language to Section 2.1.1 City Plan (paragraphs 2 through 7 on page 2-2 and paragraphs 1 through 3 on page 2-3):

The City Plan (1993), the options to the City Plan (1997), and other minimal proposed changes to the original plan are included in this EIS as the Preferred Alternative. The options will most likely reduce the potential impacts of the City Plan and are well within the scope of the impacts presented in this EIS; therefore, the FEIS evaluates the original City Plan but includes these options for clarification.

The options are described in detail in the letter from Eric Freidli (Friedli 1996a), which is included in Appendix C after the City Plan and is summarized in Table 2-1 and 2-2 and graphically depicted in Figure 2-1B. Changes to the original City reuse plan are discussed in the following paragraphs to clarify the current reuse policy.

The City originally proposed 250 housing units. Fifty "permanent, low-income housing units" would be eliminated under the revised plan. Language that allows for up to 200 units of transitional housing for families and individuals would be adopted.

New construction of housing, would not be allowed between Buildings 26N and 26S and south of Building 26S along Sand Point Way. Instead, new construction of up to 97 units would take place only on existing parking lots and areas with existing buildings in Phase II of residential reuse. This would limit new City-sponsored residential construction to the parking lot south of Building 9, the sites of Buildings 10 and 6, and the adjacent parking areas.

Zoning: Zoning in the residential area would be changed to L3 with a limit of 200 units within the Sand Point Overlay District. The existing SF 7200 zoning on the rest of the site would remain and be modified by a Sand Point Overlay that excludes undeveloped areas and University of Washington housing.

Building 2: Building 2 will become an indoor recreation center rather than a permanent film studio. Some of the open area will remain in a configuration that would allow it to be used as a film studio on an intermittent basis or as a facility for events or functions needing large indoor open space. This proposal would move Building 2 from the Education Area designation to the North Shore Recreation Area designation.

Building 67: Rather than being used as a fire training center, this building will be used for arts, cultural, or community activities. The building would be demolished if no reuse can be found. This proposal would redesignate Building 67 from the Education Area designation to the North Shore Recreation area designation.

Expanded Park Area: By including Buildings 2 and 67 into the North Shore Recreation Area designation the City would expand the North Shore Recreation Area designation further to the south along Sand Point Way NE. Much of this area is currently parking lot that would be landscaped into green open space.

Community Involvement: An advisory board would be created to provide input from participating stakeholders, the community, and public agencies on all aspects of project management.

- L-1-7** Navy acknowledges the City's proposal to complete Sitewide Implementation Guidelines. In order to acknowledge these guidelines, the following text as been added to the FEIS (page 3-11):

3.4.9 Design Guidelines (Sitewide Implementation Guidelines)

The purpose of the Design Guidelines is to guide Sand Point's reuse to retain the site's unique identifiable and historic character. The Guidelines will provide needed technical direction to designers involved in different aspects of plan implementation by providing an overall sitewide design coordination manual. The guidelines will ensure that the goals for the reuse of the property are translated into each project by providing the necessary design and implementation framework. Consistent standards will be established for each project in order integrate to all activities planned for Sand Point with Magnuson Park and the surrounding community. Technical guidelines will be included to identify specific materials, colors, furnishings, plant material, and signage for use covering typical situations at Sand Point/Magnuson Park. They are not intended to provide specific design solutions, but to provide guidance for designers and to identify a palette of materials that, if adhered to, will result in the development of a unified and coherent environment.

- L-1-8** The EIS considers the potential placement of 5,000 to 7,000 students under the Muckleshoot Plan. The environmental impact analysis determined that there would be no impact. The plan does not specifically deal with the way that this number of students will be accommodated. There could be several potential options such as scheduling, etc. The EIS simply analyzes the impacts and is not responsible for planning methods that could accommodate the proposed plan.
- L-1-9** See Response L-1-2. The FEIS continues to evaluate the City Plan with Options as presented in February 1996. The Residential/Parkland boundary has not been amended or analyzed in this FEIS.
- L-1-10** The EIS represents the maximum amount of area to be considered under the proposed reuse plan. See response L-1-2.

L-1-11 Amend Table 2-2 as follows:

Change Building Reuse/Building 11 under the City Plan:

~~Sailing Center; demolish northern part and remodel southern part (19,000 square feet/1,775 square meters. The northern portion of building 11 will be used as a small craft center; while the southern portion will be used for~~
Muckleshoot Fisheries Research.

Change Building Reuse/Building 12 under the City Plan:

~~Reuses to be determined pending further analysis of heating system. There are no plans to reuse Building 12 for central steam production. Likely uses include arts cultural, and community uses.~~

Change Building Reuse/Building 310 under the City Plan as follows:

~~Demolish for entry corridor~~ future construction of homeless housing.

Change Building Reuse/Building 333 and 334 under the City Plan as follows:

~~Supports acquisition by UW for student housing; existing building to be demolished for new construction~~ Buildings will be reused by the University of Washington for student housing.

Change Building Reuse/Building 345 under the City Plan as follows:

~~Service station and parks maintenance facility.~~ Parks maintenance facility.

Tables 4-3 and Table 4-8 have been amended to reflect the aforementioned changes. Numbers in the text throughout the land use section have been changed to match the table.

L-1-12 Add text; section 3.4.3, 4th sentence (page 3-9) as follows:

...community centers, childcare centers, and public and private schools...

L-1-13 Add text; section 3.4.5, 2nd sentence (page 3-10) as follows:

Buildings at Sand Point that have been substantially vacant for longer than 1 year will be expected to comply with the UBC.

Delete text; section 3.4.6, 5th sentence (page 3-10) as follows:

~~"Zoning at Naval Station Sand Point is currently single family residential; it would have to be rezoned to accommodate the City Plan."~~

L-1-14 The 1,120 square feet under light industrial/warehouse was an error. The square feet should have been listed under educational use in the General Use Category for the City Plan. The educational land use has been increased to reflect the additional 1,120 square feet in this category. Tables 4-3 and 4-8 have been amended to reflect this change.

L-1-15 It is assumed that the commentor means page 4-12 of the DEIS.

Add text under section 4.1.1 Affected Environment, Commercial Land Use Area, 1st paragraph, following 2nd sentence (page 4-13):

In recent years prior to base closure, the Commissary/Exchange complex was a primary attraction. Former customers consisted primarily of veterans and other civilians rather than active duty Naval Station staff stationed at Sand Point.

In reviewing the City's request to quantify the use of the commercial facilities, it has been found that there is not sufficient data to provide reliable numbers.

L-1-16 Add text under section 4.1.1 Affected Environment, Administrative/Maintenance Land Use Areas (5th paragraph on page 4-13, last sentence):

"...average number of personnel serving tenants between..."

L-1-17 Add text under section 4.1.1, Uses in the Adjacent Neighborhood, Neighborhood Commercial (page 4-15):

Commercial land use next to the base, across Sand Point Way N.E., consists of two small neighborhood commercial ventures: a dry cleaner (currently vacant) and a convenience store. Several blocks south, along Sand Point Way N.E., are a craft store and a ~~restaurant~~ convenience store.

L-1-18 Amend Table 4-9 (page 4-24), Comparison of Residential Capacities...

Building 224, Existing Building Use and Capacity ~~85 rooms with 85 beds~~ to 85 rooms with 2 beds per room or 170 beds.

Total potential Residents/Existing Building Use and Capacity 500 to 585

This change will not affect the overall analysis of impacts.

L-1-19 This was a typographical error. The word "may" has been deleted.

L-1-20 See Response L-1-21 (below).

L-1-21 Amend text under section 4.3.1 Affected Environment, Housing, Homelessness, 1st sentence (page 4-58):

As of ~~January 1993~~ November 1996, the City estimated that there are ~~3,918 to 4,288~~ 5,805 to 5,955 homeless...

Table 4-18 Status of Homeless Population of Seattle has been replaced to accommodate updated information.

L-1-22 Reference to the City of Seattle Department of Housing and Human Services has been amended from 1993 to 1996 (page 4-59). The reference section of the EIS was amended to list this updated document (page 6-1).

City of Seattle Department of Housing and Human Services. ~~1993 City of Seattle Comprehensive Housing Affordability Strategy.~~ 1996. City of Seattle Consolidated Plan. City of Seattle. November ~~1993.~~ 1995.

L-1-23 Amend text under section 4.3.1 Affected Environment, Social Services, Homeless Shelters, 1st and 2nd sentences (page 4-61) as follows:

More than 30 shelters and transitional housing provide up to ~~1,800~~ 3,600 beds on any given night in the City. In the past 3 to 4 years, transitional housing in Seattle/King County has expanded. Of the ~~1,800~~ 3,600 beds, approximately 400 450 are available to homeless persons for transitional housing. (City of Seattle Department of Housing and Human Services. ~~1993~~ 1996.)

L-1-24 Add sentences to end of Section 4.3.2 Direct and Indirect Impacts, Economy, Options to the City Plan (page 4-68).

(This design criteria is currently being addressed in the Design Guidelines (City of Seattle)). For further details see section 3.4.9 of this FEIS.

- L-1-25 Add mitigation measure to Section 4.3.3, Mitigating Measures, Preferred Alternative (page 4-72) as follows:

The City will adopt site-wide design guidelines. These guidelines will address a number of design issues to ensure that all renovations and new construction are compatible with the existing environment.

- L-1-26 Figure 4-9 is provided to indicate the location of nearby parklands. Including more information regarding indoor facilities is not relevant to this EIS.

No response provided. The table was left as is. See response L-1-28 (below).

- L-1-27 Amend Section 4.4.1, Existing Recreational Opportunities..., Recreation Opportunities in the City of Seattle (page 4-73) as follows:

Seattle's park system is composed of approximately ~~4,911 acres (1,948 hectares)~~ 6,189 acres (2,506 hectares) or about ~~8.9~~ 10 percent of the City's...

Amend Section 4.4.2, Direct and Indirect Impacts, Conformance With Parks and Recreation Guidelines (Page 4-79) as follows:

...within the Seattle City limits covers ~~approximately 4,811~~ 6,189 acres (~~1,947~~ 2,506 hectares). ~~Of this total approximately 86 percent (4,137 acres [or 1,674 hectares]) is considered developed. The remaining acreage is undeveloped or considered open space.~~ Therefore, Seattle ~~exceeds~~ is within the range of park...

- L-1-28 Add Thornton Creek Park, University Playground, and Mock Creek Ravine as follows:

<u>Thornton Creek</u>	<u>Various locations</u>	<u>Greenbelt areas/Open Space</u>
<u>Mock Creek Ravine</u>	<u>35th Avenue N.E. between NE 96th and 97th Streets</u>	<u>Open Space</u>
<u>University Playfield</u>	<u>9th Ave. N.E. off 50th Street</u>	<u>Softball field</u>

Amend Source on Table 4-22 as follows:

Source: City Parks 1990, 1996.

Amend Figure 4-9 to add University Playfield and Mock Creek Ravine.

Add Note to Figure 4-9: Thornton Creek Areas (several sites north of NE 35th Street) not shown.

- L-1-29** The update as stated is still under way and has not been completed. Analysis of the draft planning efforts is irrelevant to this EIS.

Update Section 4.4.1, City Policies and Standards (paragraph 5 on page 4-78) as follows:

The City, in coordination with citizen groups and others, is currently in the process of developing is now coordinating with the Sand Point Liaison Committee and other persons associated with the process to reuse Naval Station Sand Point to develop an update to the plan for Magnuson Park.

- L-1-30** The City's FEIS includes additional analysis that was completed due to a number of concerns that were expressed regarding potential traffic impacts. In response to public comment, the City added two intersections to the City FEIS transportation analysis. The intersections are N.E. 45th at N.E. 45th Place and Union Bay Place, and the proposed new entrance to the site near N.E. 77th Street and Sand Point Way. Navy FEIS has been amended to include these further analyses as follows:

Insert the following text after the third paragraph Section 4.5 (page 4-82):

Access to the site is on Sand Point Way N.E. with the main entrance between N.E. 70th Street and N.E. 75th Street. Sand Point Way N.E. is designated as a principal arterial south of N.E. 65th Street. It generally serves north-south traffic following the Lake Washington shoreline along the City of Seattle's eastern boundary from N.E. 45th Street just east of the University of Washington to N.E. 125th Street near Lake City.

East-west access to Sand Point Way is by N.E. 45th Street, N.E. 65th Street, N.E. 70th Street, and N.E. 90th Street. Northeast 45th and N.E. 65th Streets have interchanges with I-5, approximately 3 miles west of Sand Point. N.E. 45th Street is a principal arterial and N.E. 65 and N.E. 95th Streets are minor arterials. Montlake Boulevard N.E. is a principal arterial providing a link between neighborhoods in Central Seattle and Northeast Seattle (including Sand Point Naval Station), and to SR 520-the Evergreen Point Floating Bridge across Lake Washington.

- L-1-31** See Response L-1-30 above.

- L-1-32** As stated, the original analysis completed in 1993 was based on the 1985 Highway Capacity Manual (HCM). Only the 1993 LOS calculations used the data from the 1985 HCM version. Future LOS scenarios (based on data

presented in the City of Seattle Sand Point Reuse Project FEIS) were calculated using the 1994 updated HCM.

Insert the following text in Section 4.5.1, Traffic Volumes, Intersection Level of Service (page 4-89):

...these programs are based on the 1985 and 1994 updated versions of the Highway Capacity Manual (Transportation Research Board, 1985, 1994).

Table 4-24 (page 4-93) has been amended to reflect updated information.

Tables 4-25 and 4-26 were deleted because they were repetitive of the appendix.

Amend Table 4-28 (page 4-103) is now labeled 4-26 in the FEIS and has been amended to reflect the updated information.

Replace the 2nd paragraph under Section 4.5.3 Mitigating Measures/ Intersections on page 4-106 with the following text:

The two reuse alternatives will result in the degradation of level of service from LOS A (existing) to LOS F at the intersection of N.E. 95th Street/Sand Point Way N.E. Operations at this intersection could be improved by providing a protected lane in the center of Sand Point Way N.E. north of the intersection for traffic turning left from eastbound N.E. 95th Street to Sand Point Way N.E. The eastbound left-turning movement would wait for a gap in southbound traffic before turning into the main northbound lane. Without the protected lane, the left turning traffic has to wait for a simultaneous gap in both the northbound and southbound traffic.

The intersection of N.E. 95th Street/Sand Point Way N.E is not likely to meet the criteria for installation of a new traffic signal. In addition, a new traffic signal could have a negative impact on traffic on Sand Point Way N.E.

Insert the following text in Section 4.5.1, Traffic Volumes, Intersection Level of Service (1st paragraph on page 4-93):

"As shown in Table 4-24, all ~~signalized~~ but one of the intersections are operating at LOS C or better, which is considered acceptable. The unsignalized intersection of ~~N.E. 95th Street/Sand Point Way N.E.~~ N.E. 45th Street/Union Bay Place/N.E. 45th Place is currently operating at LOS D during the ..."

Insert the following text in Section 4.5.4 (page 4-107):

"...but this increase is not considered ~~significant~~ an unavoidable adverse impact since it does not..."

Insert the following text in Section 4.5 (paragraph 2 on page 4-82):

"Eight major intersections were initially analyzed within the study area. Two additional intersections were analyzed in the City of Seattle Sand Point Reuse Project FEIS and are incorporated by reference."

Insert the following text in Section 4.5 (page 4-82):

- N.E. 45th Street/Union Bay Place/N.E. 45th Place
- N.E. 77th Street/Sand Point Way N.E.

Amend Summary, Summary of Environmental Impacts, Transportation (last paragraph on page xii) as follows:

~~Signalization at the N.E. 95th Street/Sand Point Way N.E. intersection would alleviate vehicle movement impacts under the reuse alternatives. Operations at N.E. 95th Street/Sand Point Way N.E. can be improved by providing a protected lane in the center of Sand Point Way N.E. north of the intersection for traffic turning left from eastbound N.E. 95th Street to Sand Point Way N.E.~~

Amend Table 2-3 Transportation, City Plan, Environmental Impacts (page 2-23), as follows:

~~"...level of service D A today to level of service F in 2000, with or without this the reuse..."~~

Amend Table 2-3 Transportation, City Plan, Mitigating Measures (page 2-23), as follows:

~~"Signalization or g~~ Geometric changes of the N.E..."

Amend Table 2-3, Transportation, Muckleshoot Plan, Environmental Impacts (page 2-23), as follows:

~~"...deteriorate from level of service D A today to level of service F in 2000, with or without this reuse plan."~~

Amend Table 2-3 Transportation, Muckleshoot Plan, Mitigating Measures (page 2-23), as follows:

"Signalization or Geometric changes of the N.E..."

Amend Table 2-3 No-action Alternative, Transportation, Environmental Impacts (page 2-23), as follows:

"would deteriorate from level of service D A to level of service E B in..."

Amend Section 4.5.2 Level of Service (page 4-102) as follows:

"...LOS with expected LOS for the eight ten major intersections in the ..."

...with the exception of N.E. 45th Street / Union Bay Place / N.E. 45th Place which is already at LOS D and N.E. 95th Street....

"...from LOS D A to LOS F under all three the reuse alternatives..."

- L-1-33** The following information was updated since the publication of the DEIS. Replace Section 4.5.1, Traffic Safety with the following text (page 4-93):

The City of Seattle Engineering Department defines a high accident location as a signalized intersection with 10 or more accidents per year or an unsignalized intersection with 5 or more accidents per year (see Figure 4-17). Traffic accident history from 1990 to 1995 was reviewed for the intersections in the study area. None of the intersections have exceed the high accident threshold levels in the period from 1993 to 1995. In 1995 there were five accidents along N.E. 65th Street / N.E. Princeton between 49th Avenue N.E. and 52nd Avenue N.E. While this is not a single intersection, the concentration of accidents along this segment may indicate a problem. The signalized intersection at N.E. 45th Street and N.E. 45th Place had 10 accidents in 1992, but it had five or fewer accidents in subsequent years. No fatalities have occurred in the transportation study area during the transportation time period analyzed.

- L-1-34** As the commentor states, the differences in p.m. peak hour traffic statistics are slightly different in the City document than in Navy document. As stated in Section 4.5.2, Forecasted 2000 Traffic Volumes (4th paragraph on page 4-95) where specific land uses were not identified, assumptions were applied. These assumptions would explain the minor discrepancies between the City's and Navy's analyses. The differences do not affect the ultimate conclusion of the EIS, therefore no changes are made in this FEIS.

L-1-35 The comment has been noted.

L-1-36 See response L-1-32.

L-1-37 The Office of Sand Point Operations released an updated Draft Utilities report in January 1997. This plan is being completed to identify specific existing deficiencies and a range of options for upgrades to the infrastructure at Sand Point. This report was reviewed and compared to the DEIS section. It was determined that revisions to the DEIS section were not necessary. Based on review of the plan, the impacts determined in the DEIS remain the same.

Add to 6.0 References:

City of Seattle Office of Planning and Management, 1997. Sand Point Utilities Report. Seattle, Washington. January 1997.

L-1-38 The correct location of Station 38 is 5503 33rd N.E. Figure 4-28 (page 4-137) has been amended to reflect this information.

L-1-39 Amend Figure 4-38 (page 4-168) to increase the size of Mud Lake.

Section 4.10 paragraph 2, sentence 1 (page 4-165), has been changed as follows:
"The following discussion is based on ~~a~~ field visits to Naval Station Sand Point in March 1994 and October 1996, ..."

The following sentence was added after the 3rd sentence (page 4-165) of the same paragraph:

This list was updated through a telephone conversation with the USFWS in October 1996."

Section 4.10.1, subsection Wetlands (pages 4-166 and 4-167) has been changed to read as follows:

"Two wetlands are identified (NSPS Natural Resources Management Plan 1992) within the current boundaries of the base (Figure 4-38). Historically, before construction of Lake Washington Ship Canal and before building activity on the naval base, wetland areas and their associated hydrology existed. A good example of this was Mud Lake (Figure 4-38). Mud Lake and associated wetlands decreased in size after the level of Lake Washington dropped, and then disappeared after much of Sand Point was leveled and filled by Navy. Historically, it is likely that there were streams on the property as well. When the site was developed these streams were culverted and only remnants such as

the drainage ditch described below remain. The most prominent wetland is Lake Washington is classified as a limnetic, open water, and permanently flooded. Approximately 1,800 feet (549 meters) of Lake Washington shoreline extends along the northern boundary of the base. The landward boundary of this wetland on the base is the water line. Another identified wetland is in the drainage ditch below the officer quarters (Buildings 330, 331, and 332); it is classified as palustrine (not lake associated), with emergent vegetation and a saturated, semipermanent, or seasonal hydrologic regime. The actual size and value of the wetland (drainage ditch) has not been determined at this time, but will be determined before construction. A potential regulated wetland in a drainage ditch was identified by aerial survey (Figure 4-38). The ditch is at the foot of a steep wooded slope east of Buildings 330, 331, and 332, the officers' quarters, and contains a mixture of native, ornamental, and cultivated plants. Site inspection revealed that the wetland vegetation in the ditch is dominated by cattails and soft rush but is limited to a narrow channel and caused by altered drainage. Therefore, the wetland is unlikely to meet the criteria for a regulated wetland.

Occasional small patches of herbaceous vegetation adapted to wet conditions, such as soft rush, exist in some of the lawn areas, (for example, near the east fence next to Magnuson Park in the area of former Mud Lake). But these pockets are not large enough in area to be considered as regulated wetlands."

Note 2 on Figure 4-38 (page 4-168) has been changed to read: "Potential ~~Jurisdictional~~ Wetland identified as a palustrine wetland, emergent vegetation class, saturated/semipermanent/seasonal water regime (SCS 1992) determined not to be jurisdictional"

Section 4.10.2, subsection Vegetation, Wildlife, and Wetlands, last sentence (page 4-169 to page 4-170), has been changed to read as follows: "~~Existing wetlands will not be adversely impacted by any of the alternatives; however b~~By proposing a wetlands near former Mud Lake, the Preferred Alternative will have a beneficial impact through restoration of wetland habitat."

The EIS did not identify any significant impacts to vegetation so it is not necessary to map the trees over six inches in diameter. Similarly, the EIS did not indicate any significant impacts to water flow or stormwater drainage that would necessitate preparation of a hydrologic study.

L-1-40 This was a typographical error. Section 4.12.2, Heating Plant, third sentence (page 4-184) has been amended as follows:

...built space by approximately ~~30,000~~ 300,000 square feet (27,870 square meters)...

*Citizens Sand Point Planning Association
P.O. Box 15580
Seattle, WA 98115-0580
November 23, 1996*

*Department of the Navy
Engineering Field Activity, Northwest
19917 7th Avenue N.E.
Poulsbo, WA 98370-7570
Atten: Don Morris, Environmental Planner*

Dear Mr. Morris:

The Citizens Sand Point Planning Association wishes to request a thirty day extension of the comment period for the Draft Environmental Impact Statement Reuse of Naval Station Puget Sound, Sand Point, in behalf of the Neighborhood Community.

The timing of issuing the documents, the day following a City Council hearing, is a guarantee that the December 4th attendance will be small. Experience has proven that having hearings, one after the other results in smaller participation for each succeeding one. At least adequate time must be allowed for written responses.

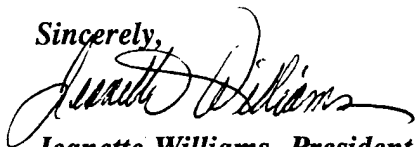
The hearing notice has also been inadequate. We would like at least to have the time to notify the neighborhoods of the response process. This second DEIS following on the heels of the City EIS is confusing to the average citizen. It must be explained that this is the Navy DEIS, which we have been expecting for about two years.

To add to this difficult process, timing the response period during the Holiday Season, with the closure date of Christmas Eve is unreasonable.

There also seems that there is not the urgency to proceed as the City had earlier indicated. The hearing examiner has cancelled the January hearing date until later in order that its own process catch up with the appeal.

Surely, after the very long preparation of the DEIS by the Navy, and the extended waiting period before it was issued, sufficient time should be allowed to examine and comment on its contents, and an extension of thirty days until January 23, 1997 is warranted.

Sincerely,



*Jeanette Williams, President
Citizens Sand Point Planning Association*

Community Groups

Response

CG-1 Citizens Sand Point Planning Association

- CG-1-1 The Commentor requests a 30 day extension of the comment period on the DEIS. Based on several requests the comment period was extended to January 17, 1997.
- CG-1-2 The commentor expressed confusion regarding the relationship of Navy EIS and the City EIS. Further details regarding the process have been added, amending page vii of the FEIS. Also see response L-1-1.

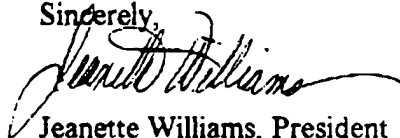
Citizens Sand Point Planning Association
P.O. Box 15580
Seattle, WA 98115-0580
January 21, 1997

Neil Bass
Engineering Field Activity, Northwest
19917 - 7th Avenue NW
Poulsbo, Washington 98370-7570

Dear Mr. Bass:

The Citizens Sand Point Planning Association agrees with the comments submitted by the Sand Point Community Liaison Committee on January 16, 1997 (copy enclosed), and with the addendum submitted January 21, 1997, and hereby incorporates them by reference.

Sincerely,



Jeanette Williams, President
Citizens Sand Point Planning Association

Response

CG-2 Citizens Sand Point Planning Association-Jeanette Williams, Chair

CG-2-1 No response necessary.

Mr. Don Morris
Code 232 DMK
Engineering Field Activity, Northwest
Naval Facilities Engineering Command
19917 Seventh Avenue N.E.
Poulsbo, Washington 98370-7570

Nov. 25, 1996

Re: Comments on the Draft Environmental Impact Statement

My name is Lynn Ferguson. I am chair of the Environmental Stewardship Committee for Magnuson Park and a member of Seattle Audubon's Environmental Committee. I had the honor of representing Seattle Audubon on the Restoration Advisory Board for Sand Point. In addition to my work with Seattle Audubon, I am a member of the city's Sand Point Liaison Committee and have lived within two blocks of the park and base for almost twenty-five years.

I am speaking tonight representing environmental concerns held by the Environmental Stewardship Committee and Seattle Audubon. Having read the DEIS Volumes 1 and 2, I've found that much of the work is excellent and thorough. However, the information concerning the impact of either plan on the physical environment, the land, the plants, the birds, and the animals is grossly inadequate.

In the seventy years the Navy has used this property, they made huge environmental impacts on the physical environment. Hills were flattened, native cedar and fir trees removed, numerous wetlands and a lake filled, two streams sent into stormdrains, the shoreline altered to smooth curves and much of Pontiac Bay filled.

Before the Navy's use of this land, it was a city and county park with streams, a wetlands and a natural lake. (Historic maps, aerial photos of the lake attached.) This was the first Carkeek Park. We are not asking that you restore the land to its original condition. We are asking that you help the city and us in our effort to restore urban habitat. The city plan calls for restoration of the wetlands and the historic lake.

1. Wetlands- The DEIS does not adequately address the presence of and impact upon wetlands at Sand Point. Seattle Audubon, in conjunction



with the Sand Point Environmental Stewardship Committee has done field research on the adjoining property of Magnuson Park which indicates the existence of wetlands. Evidence of wetlands on the property includes wetland indicator plants such as bulrush, aquatic snail shells, and hydric soils. Many of these wetland indicators were found near the back fence adjacent to the Navy property. If you compare your historic map (figure 4-5) to your current wetlands map (figure 4-38) you will find the old lake and wetlands extending into the Commissary area which would support this evidence. Volume 2 contains no plant list for the Navy property.

1. Before submitting a final EIS, the Navy should do an assessment of the Sand Point land. Trees over six inches in diameter should be mapped and the wetland plants assessed in the "potential jurisdictional wetlands" below the officers houses. This area also seems to have a stream running through it into a drainage ditch near a white fence. The Environmental Stewardship Committee and Seattle Audubon ask that the Navy do a hydrologic study of this site and the area around Pontiac bay to see where the other stream is culverted and better understand the water flow before any construction is begun. The stormwater drainage map, figure 4-25 is difficult to understand. There are two 42 inch, one 30 inch, and one 48 inch outfalls into Pontiac Bay. If combined that's equal to one pipe almost 14 feet in diameter. That's a lot of water runoff! Once located the stream or spring waters need to be tested to see if they will provide good water for daylighting and wetland use.

We request that the Navy more fully study the hydrology of Sand Point as a whole, including a formal, independent, scientifically conducted wetlands delineation.

2. Wildlife- The DEIS inadequately addresses animal life on the property. The discussion of the biological resources and endangered species, 4.10. was based on a two day site visit in 1994. The supporting data cited in Volume 2 is four pages long, in a document of 300 or more pages. It includes three overly general lists: Fish Inhabiting Lake Washington, Mammals Observed in the City of Seattle, and Reptiles and Amphibians that May Inhabit the Seattle Area. Herb Curl's list of Birds of Sand Point is excellent.

There are several endangered species active in this area as you noted on pg. 4-173. Our committee is particularly concerned about the Bald Eagles. Several eagles were sighted over Windermere Road in mating activity last spring and unsuccessfully attempted to nest one mile north of the Sand Point property. Several pairs have nests within a five mile radius. Eagles are known to nest in an area where they were raised. The Navy's statement that there are no suitable trees for nesting (page 4-172) is inaccurate. There are at least 20 large Cedars and Firs ^(more than 4 ft. diam.) that would provide shelter and access for eagles on the Sand Point property. Peregrine Falcons have also been observed over Sand Point as the Navy noted. The presence of these endangered species on the site requires consultation with the U.S. Fish and Wildlife Service. The presence of these wildlife species within the city is unusual and its continuation should be fostered.

A number of raptors are residents of neighboring park lands, Sharp-shinned Hawk, Red-tailed hawks, and the American Kestrels. The shelter of Pontiac Bay is a resting place for numerous waterfowl. More than 200 diving ducks, loons, Barrow's Goldeneye, loons, buffleheads, grebes, and cormorants were sighted on a recent visit. Although the plant life appears to vary substantially between the park and the Navy property, we have every reason to suspect that birds found at the park are also found on the Navy property. The construction and development planned would have a significant negative impact on birdlife.

3. Comprehensive Planning- The Environmental Stewardship Committee and Seattle Audubon's more general concern about the DEIS is that it does not reflect the comprehensive plan for Sand Point as a whole. The habitat on both the Navy property and neighboring Magnuson Park needs to be a priority as well as the social needs of the city. The DEIS must specifically address the issue of wetlands and water sources for restoration of the historic lake on the site so the vision of the city and community as a beautiful multi-use regional park can be realized and existing habitat preserved and enhanced.

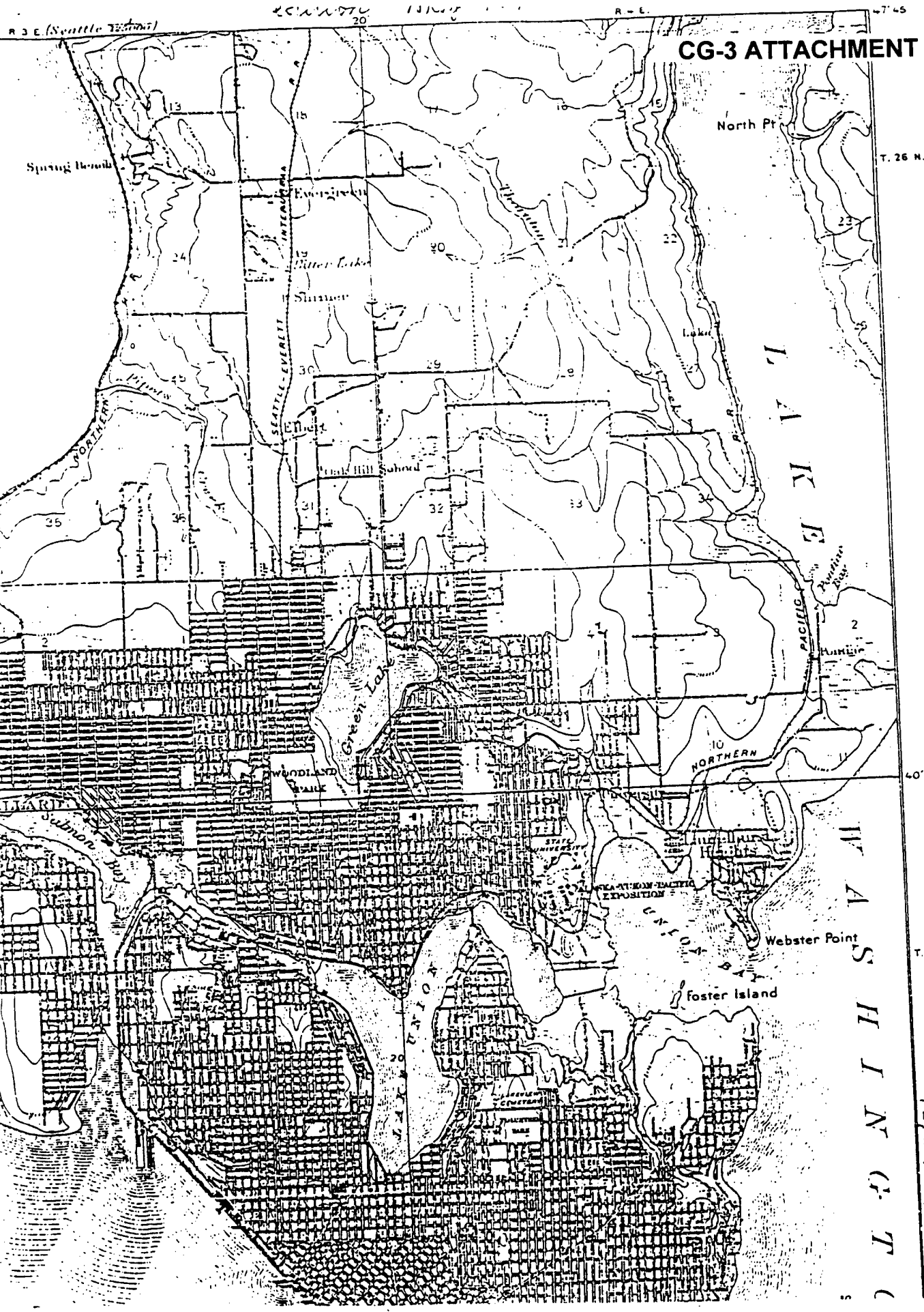
Thank you for your consideration.

Lynn S. Ferguson

6422 N.E. 60th St.

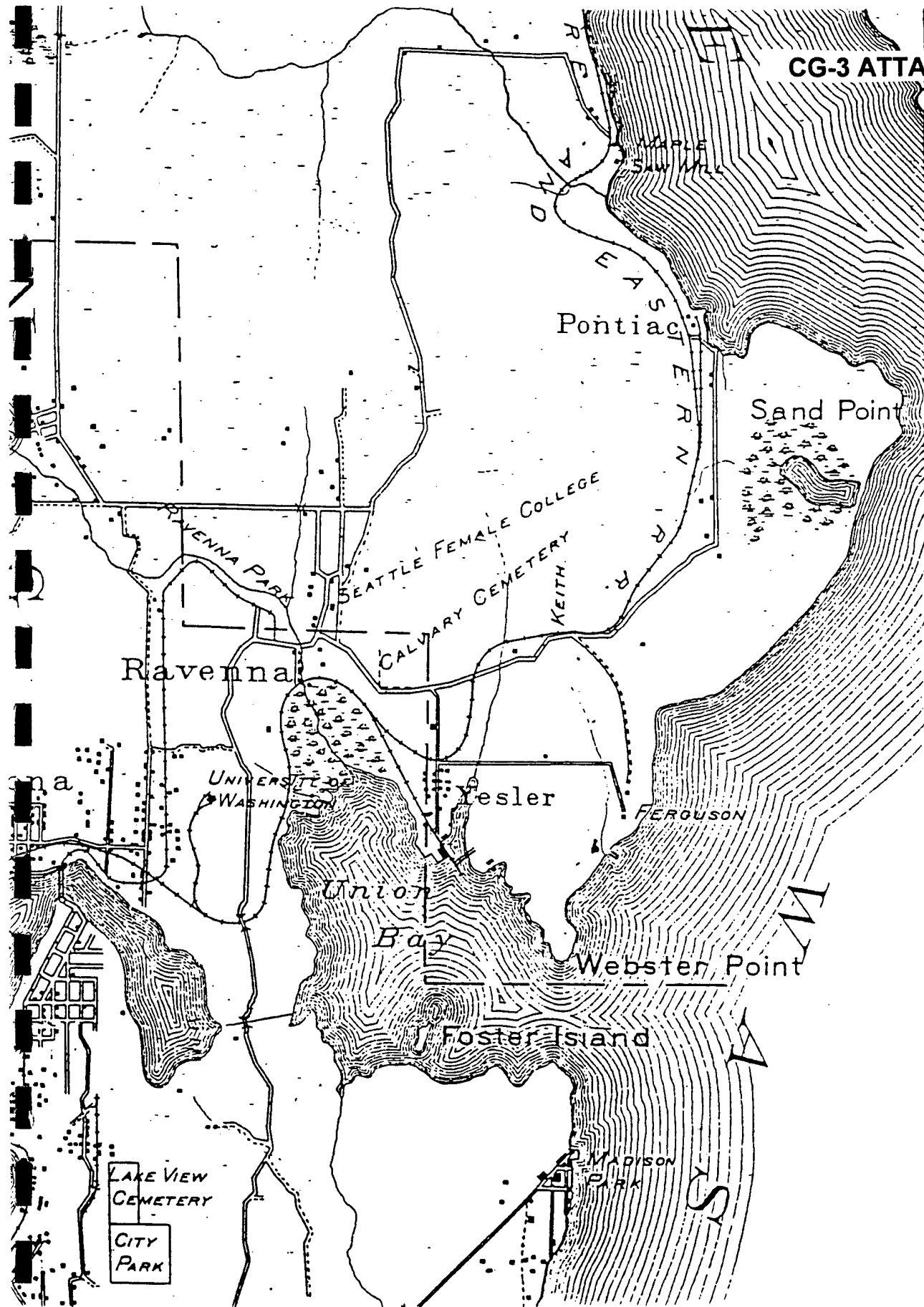
Seattle, WA 98115

phone: 523-0391 (wk. 8680760)



CG-3 ATTACHMENT

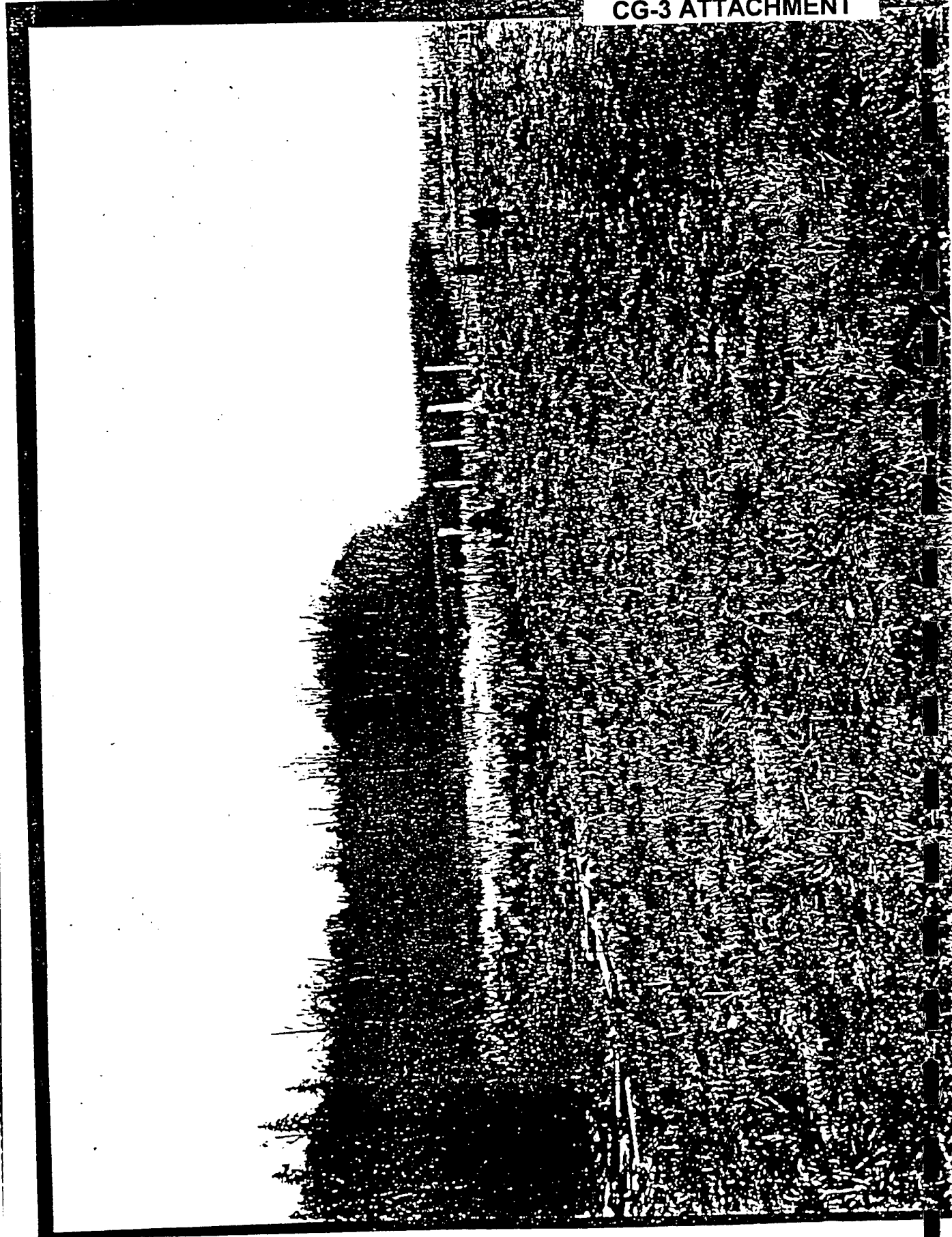
(Seattle 1900)



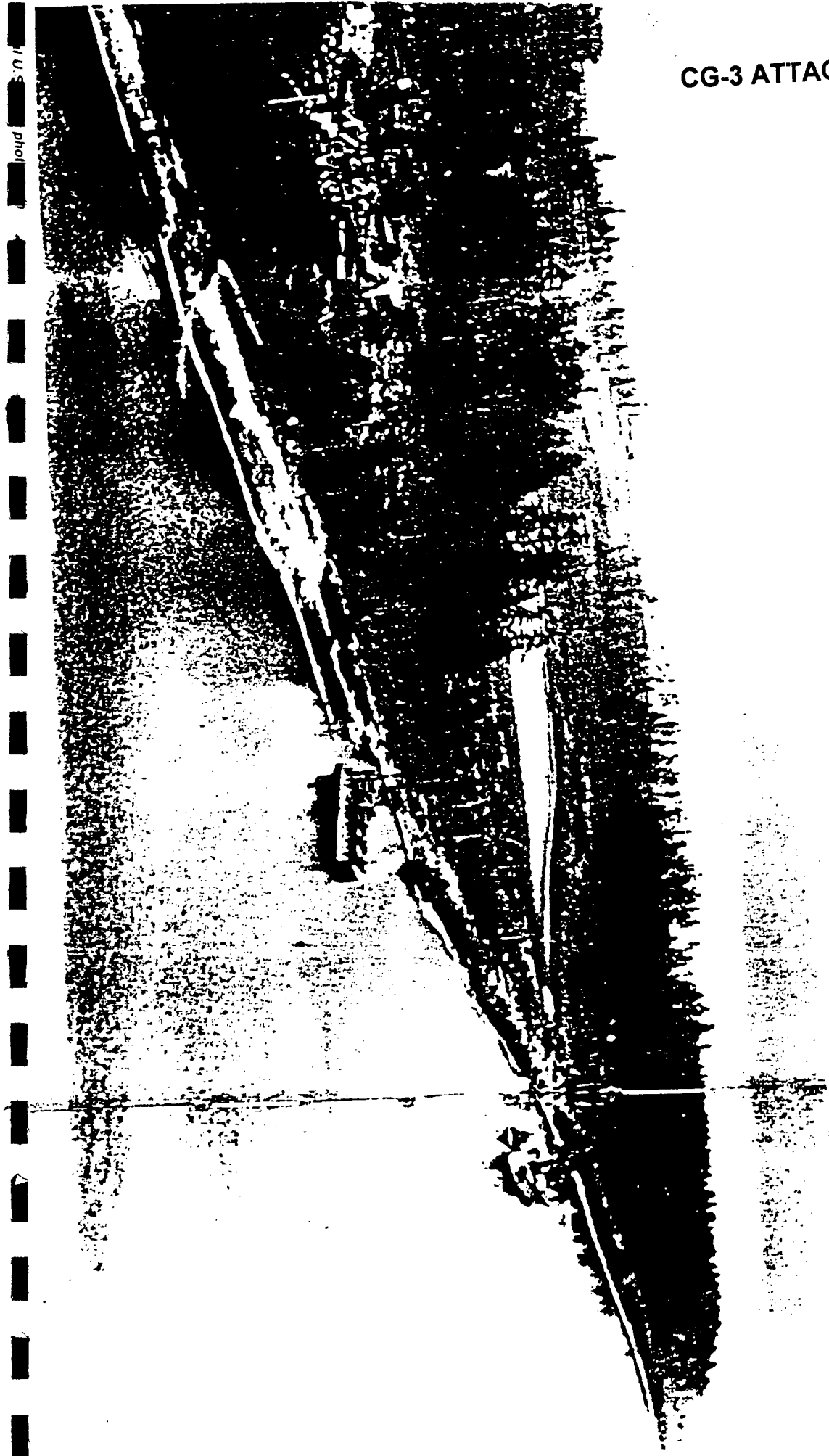
McKee's Map 1894

CG-3 ATTACHMENT

PLASTI-KLEER
PICTURE COVER
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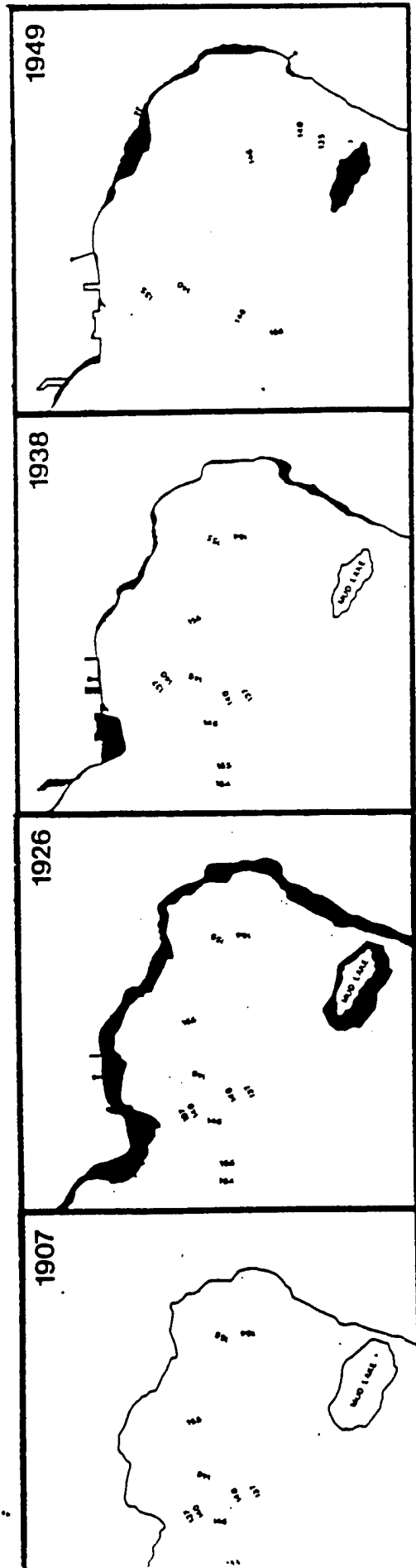


CG-3 ATTACHMENT

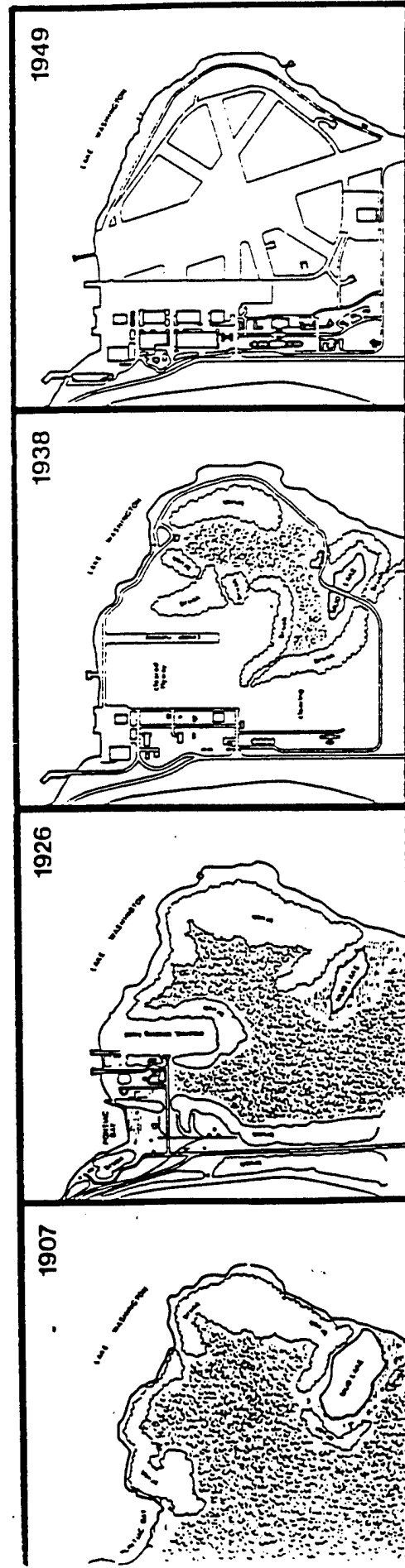


SHORELINE ALTERATION

Black areas showing successive stages of shoreline alteration resulting from leveling and filling operations undertaken as part of the runway construction. The 1926 diagram shows the drop in water level in both Lake Washington and Mud Lake resulting from the completion of the Montlake Ship Canal in 1916.



CG-3 ATTACHMENT



SITE DEVELOPMENT

Diagrams showing clearing and subsequent paving of the site as part of the airfield development.

Response

CG-3 Environmental Stewardship Committee for Magnuson Park-Lynn Ferguson

CG-3-1 See response L-1-39.

CG-3-2 The EIS was sent to the U.S. Biological Resources Division. However, no comments were received. The following information has been added to the EIS Section 4.10.1, Subsection Endangered Species, subsection Bald Eagles, after the 4th sentence (page 4-167): "An unsuccessful attempt at nest building was recently (within the past year) observed immediately north of the Windermere housing development, approximately 1 mile southwest of Sand Point. The Washington Department of Fish and Wildlife is observing the site for further signs of nesting activity, and their wildlife biologist states that the Department is not concerned that development at Sand Point will negatively affect bald eagles in the vicinity."

CG-3-3 Impacts on habitat, wetlands and water are addressed in Sections 4.10 and 4.11. See also responses L-1-39 and CG-3-2

Ravenna-Bryant Community Association
6535 Ravenna Ave. N.E.
Seattle, WA 98115

December 2, 1996

Commanding Officer
(Attn: Mr. Don Morris Code 232 DM)
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917 -- 7th Avenue N.E.
Poulsbo, WA 98370-7570

RE: Draft Environmental Impact Statement
Sand Point Re-Use Area

Dear Commanding Officer:

We herewith request that you send to our community council at the address on our letterhead as soon as possible a copy of BOTH:

(1) Your Draft Environmental Impact Statement on the Re-Use of the U.S. Navy Property in Sand Point ("DEIS") described in your notice of public hearing, postmarked November 14, 1996; and

(2) The Environmental Assessment for Interim Lease of the Sand Point Re-Use Area.

We also herewith request that our association be placed on the distribution list for the final environmental impact statement.

We had requested officials of The City of Seattle at its information meeting at Sand Point on October 22, 1996, and again in writing at its Sand Point information meeting held at Nathan Eckstein Middle School on November 7, 1996 that a copy of the DEIS be sent to our organization as soon as it became available. We have received nothing whatever from either The City of Seattle or from the United States, Department of the Navy.

In fairness to other community organizations and citizens who are relying on City officials to forward their requests for a copy of the Navy's EIS made at those meetings to you, we recommend that you ask the City to send their names and addresses to you, and that you then send a copy of your DEIS to them.

Our task force skimmed your draft EIS at the North East Branch Library and we offer these preliminary comments, each subject to further review or comment upon our study of your draft DEIS (including appendix) after we receive it.

UP-DATING

The draft DEIS needs updating to be consistent with the City's current planning, e.g.

+ By letter, dated October 14, 1996, the Mayor wrote to communities stating that Buildings 2 and 67 would be made part of the North Shore Recreation Area; The Mayor's letter included a map, revised November 5, 1996 (Attachment "A"). Nonetheless, the DEIS, Sand Point Re-Use Plan, Figure 2-1B, dated November 1996, shows that to be part of the education/institution complex.

+ Figures 2-A and 2-1B show the south boundary of the housing zone (the north boundary of the park) at the entrance to Magnuson Park at 65th Avenue N.E. drawn in accordance with the City's approved Sand Point Re-Use Plan, approved November 1993. However, The City of Seattle in its Final Environmental Impact Statement displaces that zone further south making it a very narrow corridor.

+ Volume II of the City's Final Environmental Impact Statement in the residential section shows a P-Patch "Garden Site" south of Building 26 S. The Navy's DEIS makes no mention of the the P-Patch Garden Site.

+ The City's application to the Department of Housing and Urban Development, dated July 5, 1996, Table 4, together with the text at pages 27-28 total up to almost 300 units of housing in addition to the social service agency offices and facilities. The DEIS uses a substantially lower number. Moreover, the DEIS fails to show the currently proposed location for the new housing construction that the Sand Point Community Housing Authority is proposing.

+ The City's Final Environmental Impact Statement shows a proposed State Historic District recommended by the State of Washington Historic Preservation Officer. The DEIS in its table of contents does not identify any discussion of the enlarged state district.

These variances raise many questions, e.g.

Will the Navy adjust its conveyances to reflect the expanded North Shore Recreation area? Should not these changes be considered as mitigation and so stipulated as part of the conveyance?

Will the Navy stand by the park boundary in the City's 1993 approved Sand Point Re-Use Plan or will it instead transfer half the acreage shown by the entranceway for park to the housing project as the City's Final Environmental Impact Statement proposes? If so, what is the impact of the reduction in the park acreage on the entranceway on Magnuson Park? on the opportunities for its development as shown in the Jones & Jones plan? on the appearance of the park from Sand Point Way?

Why is there no discussion of the P-Patch Garden Site usage south of Buildingg 26 S? Inasmuch as the housing developers made the garden site an element of its plan and

cited the P-Patch as an amenity at the April 10, 1996 hearing before the City Council, should it not be at least listed and discussed? The City and HUD are now proposing that the site shown in its Final Environmental Impact Statement as a P-Patch Garden Site be part of the conveyance for housing, and the City's lease to the Sand Point Community Housing Authority, page 6, would forbid its use as a garden site by the public. What provision is made for a P-Patch? If none, why is it excluded?

Shouldn't the Navy's final environmental impact statement be based on a firm plan for the housing project? Ought the Navy not demand that the City set out a plan that it will carry out and, until the City gets a development plan satisfactory to the community, delay preparing its Final Environmental Impact Statement? Currently, the City gives out certain representations at public meetings while in its applications to the United States Department of Housing and Urban Development proposes a much more intensive development; and it seems to have other as yet undisclosed plans in its dealings with its favored developers. With such a multiplicity of proposed City re-uses, how can the environmental impact be truly assessed?

What is the impact of the housing project and commercial developments on the historic district proposed by the State Historical Preservation Officer? What steps should be taken to preserve the ambience of the district, e.g. prohibiting new construction in the district?

HOUSING ALTERNATIVES

The Navy's conveyance to the Department of Housing and Urban Development for reconveyance to The City of Seattle is tantamount to federal development of a housing project on the site inasmuch as the City's application to HUD stipulates that the premises conveyed will be leased to and redeveloped by the Sand Point Community Housing Authority in accordance with the City's application. The City's application to HUD contains the proposed lease to the Sand Point Community Housing Authority that stipulates a construction schedule and precludes other uses of the geographic area under lease; the text of the proposed lease would not even allow the P-Patch garden site, which appears in the appendix to the City's Final Environmental Impact Statement. Since the Navy's action is thereby the controlling event in the siting of a housing project and no federal or City agency has prepared an environmental impact statement on the alternate sites for such a housing project, what other alternative locations were considered? what are the comparative advantages and disadvantages of scattering the housing over a variety of sites throughout Seattle? Can the effect of the housing project be brought more into line with federal policy against such consolidated projects by reducing the real property under lease to the buildings and

their immediate periphery? Since the lease contemplates a Phase II, why is that not analyzed in the DEIS? moreover, since the lease does not at all require the housing developer to maintain the open space as such, what additional new construction may occur? Why is that potential development not fully reviewed, especially in light of the up-zoning proposed by the City for not only the building footprints but also for all the current green space in the residential/housing project complex?

SAND POINT COMMUNITY LIAISON COMMITTEE PLAN

The DEIS mentions the Sand Point Community Liaison Committee, but declines to review its plan on the basis that it is a lesser included alternative within the City's proposal. The Sand Point Community Liaison Committee plan is the only alternative that enjoys the solid support of community organizations in North East Seattle, the surrounding community. The City's proposed re-use plan omits many of the elements and amenities in the Liaison Committee plan that reduce the adverse impacts of the conversion of the former naval base. Since one of the purposes of an environmental impact statement is to consider mitigation measures, the Navy needs to set forth the Liaison Committee plan and describe and analyze its elements. Only by doing so can the decision-makers at the federal and local level make an informed choice on the re-use of the property and of required mitigation.

CONCLUSION

At the October 22, 1996 meeting, Navy representatives stated that they saw their function as conveying the property to other federal agencies. The key elements of any conveyance are the grantee, the boundaries and any use restrictions. The boundaries here will determine whether an area will be park, institutional, or housing, and thereby its uses. The decisions on the park/housing complex boundary and of the P-Patch Garden site therefore are extremely important and need a full analysis. The Navy should hold The City of Seattle to a park and P-patch Garden site boundary at the southerly edge of Building 26 S with perhaps a five working perimeter.

Our community association strongly opposes the Muckleshoot Indian Tribe alternative and we would ask an array of questions designed to draw out its incompatibility with municipal planning and the neighborhoods and its harsh adverse impacts, but we were told at the meeting at Nathan Eckstein on November 7, 1996 that the Bureau of Indian Affairs has withdraw its support for that proposal.

Yours truly

Eileen Farley

Office of the Mayor
City of Seattle

Norman B. Rice, Mayor



October 14, 1996

MEMORANDUM

TO: Members, Seattle City Council

FROM: Norman B. Rice, Mayor

A handwritten signature in cursive script, reading "Norman B. Rice".

SUBJECT: Sand Point Reuse Plan updates

As we come to the five year mark of the long and often complex process of planning and preparing for the reuse of the Naval Station Puget Sound at Sand Point (Sand Point), it seems appropriate to take a moment to look back at the process and review the substantive decisions we have made and will soon bring to reality. It is exciting that, finally, we are at the point where we begin to see the rewards of our efforts.

I am proud of the work we have done as a City to achieve a balanced plan. The Community Preferred Reuse plan, developed in conjunction with the community and approved by the Council in 1993, has guided our work with the federal government and community groups towards the closing of the base and the disposition of the property. Over the three years since the reuse plan was approved and the community has been involved, the vision, values, and goals described in the reuse plan have remained consistent and still embody what is best about our community.

With the imminent completion of the environmental analysis, the next major step toward our long-held goal is the formal adoption of the reuse plan (through Comprehensive Plan Amendments, zoning, and the Physical Development Management Plan). Accordingly, it is an appropriate time to revisit some of the details. Like you, I have received a large number of letters and calls from people expressing support and opposition to various parts of the plan. I believe it is appropriate and timely to respond in a meaningful way to many of the concerns that have been expressed. Having considered both the recent public input and the environmental analysis, I am

FIRE TRAINING CENTER/Building 67:

Do not create a fire training center at Sand Point. Keep the ultimate fate of this building undetermined at this time allowing for either demolition or its reuse as an Arts, Cultural or Community activities Building. This proposal would move Building 67 from the Education Area to the North Shore Recreation area. We are currently reviewing the possibility of this with the National Park Service to be sure it would meet with their criteria for a public benefit discount conveyance of the property.

EXPANDED PARK AREA:

Move Buildings 2 and 67 into the North Shore Recreation Area to allow us to expand the North Shore Recreation Area further to the south along Sand Point Way (see attached map). Much of this area is currently a parking lot that would be targeted for removal and landscaping or open space.

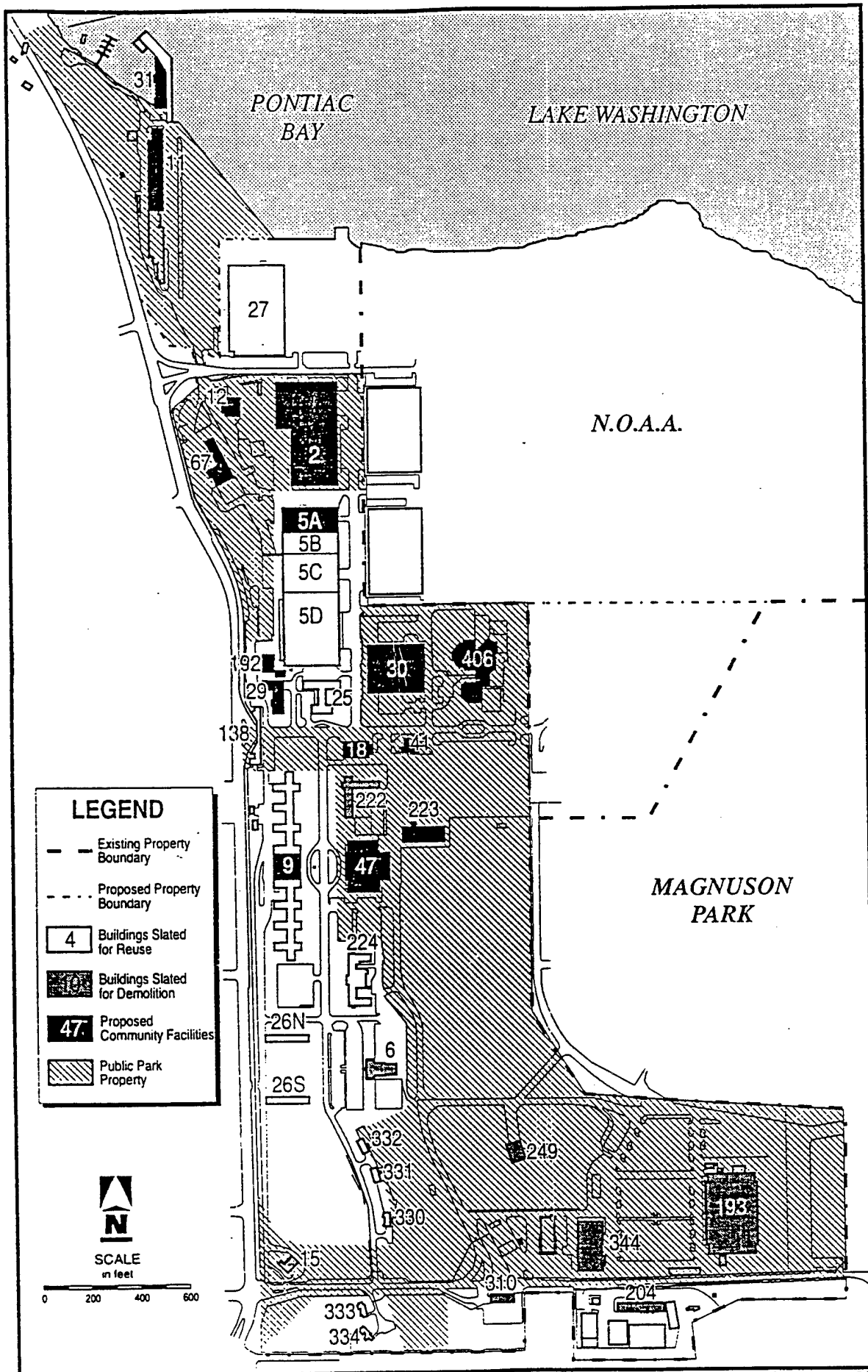
COMMUNITY INVOLVEMENT:

Provide more specifics in the Plan to outline how the larger community will work with the City in managing Sand Point and preparing for its future. I would propose a formal advisory committee composed of citizen members who represent the broad range of interests served by Sand Point, appointed by the Mayor and Council, and representatives of the major tenants and activity areas. This committee would serve in an advisory role to the Sand Point Director in much the same way as the Parks Board serves in an advisory role to the Parks Superintendent. I propose we outline this structure as part of the Plan so that it is given an official status and we follow through immediately with the appointments and its establishment by mid-December. Additionally, I will direct my staff to work with that committee to establish additional, less formal, structures that ensure ongoing dialogue and thorough consideration of alternatives for the long term future of Sand Point.

Executive staff are ready to work with you and your staff to prepare the appropriate language to amend the proposals you have before you to incorporate these changes. I am anxious to move ahead with this exciting project. There are still many hurdles to realizing the vision, but, by taking these actions now, the Council has the opportunity to make Sand Point come alive. If you have questions about any these proposals, please feel free to call me or Eric Friedli, the Sand Point Director.

PROPOSED COMMUNITY FACILITIES AT SAND POINT

CG-4 ATTACHMENT



Response

CG-4 Ravenna Bryant Community Association, Eileen Farley, President

CG-4-1 See response L-1-6.

CG-4-2 See response L-1-9.

CG-4-3 Plans are a part of the City's Design Guidelines (Sitewide Implementation Guidelines) addressed in response L-1-7. Discussion of this design feature is irrelevant to this EIS.

CG-4-4 The City's Reuse Plan, and the City Plan with Options continues to evaluate a maximum of 250 units of housing. The discrepancy in the HUD application is irrelevant to this EIS. The environmental impacts are analyzed based on the proposal presented in the City's Reuse Plan.

CG-4-5 The DEIS shows the proposed boundary of the Historic District that is identical to the boundary shown in the City EIS. The City depiction also shows the original historic district boundary proposed by Navy, which is the boundary being referred to by the commentor. Navy has accepted the district boundary as expanded by the State Historic Preservation Office (SHPO) and the analysis in Navy EIS was based on that boundary. Therefore, no revisions are necessary.

CG-4-6 Navy intends to adjust conveyances/transfers to reflect what is approved by the Seattle City Council based on amendments to the Reuse Plan. The changes to the plan currently being proposed reflect a reduction in impacts. It would therefore not be reasonable to stipulate these changes through mitigation as part of the conveyance. The changes may be viewed as a mitigation between the City and the community and does not reflect changes in the impacts considered in this FEIS.

CG-4-7 See response CG-4-6 (above). If the City amends their reuse plan, conveyance/transfers will reflect that change.

CG-4-8 Plans are a part of the City's Design Guidelines (Sitewide Implementation Guidelines) addressed in response L-1-7. Discussion and approval of the P-Patch is an element of the Physical Development Plan being considered by the City. This plan is being evaluated as part of the City's EIS and does not affect the analysis in Navy's evaluation of the transfer of the property.

CG-4-9 The purpose of Navy's EIS is to assess the reuse of the Sand Point site in relation to the closure of the site. In evaluating the potential future housing on site, the EIS has used the numbers and type of housing specified in the City Plan. Based on public input, the City has reduced the number of proposed housing units. See response L-1-6.

CG-4-10 Under the historic district status, Navy is responsible for the implementation of applicable provisions of the Base Closure and Realignment Act of 1990. Navy has determined that closure, interim leasing and/or disposal of portions of Sand Point will have an effect upon properties that are either eligible or listed on the National Register. Navy has consulted with the State Historic Preservation Office and is currently in the process of preparing a Programmatic Agreement to outline mitigation measures necessary to implement the regulations of Section 106 of the National Historic Preservation Act (16 U.S.C. 470f).

In order to update the commentor on current evaluations that are underway, the following information has been provided. This information is not necessary at this level of detail in the EIS and no changes to the document are proposed. Impact of specific reuse that has reached the design stage has been evaluated with the following conclusions:

- Family Quarters (Buildings 330, 331, and 332) interior modifications and addition of exterior staircase on exterior of one house. SHPO has concurred that this will create No Adverse Effect.
- Housing Authority rehabilitation of Building 26 North and South wings. Determination of Adverse Effect because of addition of wide dormers in the roof. Addition of broad walkways between the building wings is not considered adverse in Navy evaluation.
- University of Washington modification to Building 5 for library storage. No Adverse Effect. Major work item under consideration is a seismic sheer wall that will penetrate out six inches of building exterior. This is considered as No Adverse Effect in Navy evaluation (does not yet have SHPO concurrence). There is no mitigation for No Adverse Effect.

The standard 106 consultation process for the above projects has been followed because the buildings are still owned by Navy but are currently under a master lease to the City. The process to be established for the review of future specific proposals for modifications to existing buildings or new construction after the property has been conveyed out of Navy ownership is under discussion with Navy, SHPO, and the City. Agreement reached will be

formalized in a Programmatic Agreement that will also be reviewed by the Advisory Council on Historic Preservation. An opportunity for public comment on the proposed arrangement was provided at the July 31, 1997 public workshop. Property at Sand Point remaining under federal ownership (10 acres proposed for transfer to NOAA) will remain subject to Section 106 consultation requirements.

- CG-4-11** The Master Lease with the City of Seattle contained descriptions of two parcels (A and B). The City took over maintenance and protection responsibilities of Parcel A on July 5, 1996 and Parcel B on September 1, 1996. There is no Phase II. The City was authorized specific uses as conditions of the Lease. Any other uses would require approval by Navy. The Lease was evaluated in an Environmental Assessment that was released in June 1996. A National Environmental Policy Act (NEPA) finding of no significant impact (FONSI) was released in June 1996. The Lease is not under consideration in this EIS.
- CG-4-12** NEPA requires that the EIS evaluate a reasonable range of alternative uses of the land. The plan developed by the Sand Point Liaison Committee (SPLC) was not analyzed because it does not differ substantially from the City Plan, as evaluated. Both plans allow for up to 250 units of housing serving the homeless in a residential area, expansion of Magnuson Park, development of a north Shore Recreation Area, allow low income economic development, allow facilities for education, arts, cultural and community services, propose a new entrance at approximately N.E. 77th Street, develop an active recreation area, restore wetland systems, and enhance the entrance to Magnuson Park at N.E. 65th Street. Therefore, due to the similarities in the two plans, it was determined that the alternative would not provide a reasonable range of alternative analysis.
- CG-4-13** The comment has been noted.
- CG-4-14** The comment has been noted.

Ravenna-Bryant Community Association
6535 Ravenna Ave. N.E.
Seattle, WA 98115

December 12, 1996

Commanding Officer
(Attn: Mr. Don Morris Code 232 DM)
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917 -- 7th Avenue N.E.
Poulsbo, WA 98370-7570

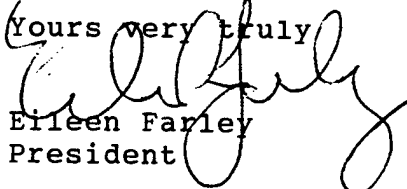
RE: Extension of time to comment on.
Draft Environmental Impact Statement
Sand Point Re-Use Area

Dear Commanding Officer:

We herewith request that the time for comment by our community association on the Draft Environmental Impact Statement on the Re-Use of the U.S. Navy Property in Sand Point ("DEIS") be extended until January 6, 1997; and that you honor our request made in our letter, dated December 2, 1996, (copy attached) and on the record at the public hearing held at Nathan Eckstein Middle School on that date that a copy of the DEIS be sent to us at the address on our letterhead.

Although ten days have elapsed, we have yet to receive anything from you. The added time compensates for the delay we have experienced so far awaiting a copy.

This is our fifth request for a copy of the DEIS. We made two to The City of Seattle for transmission to you; our letter delivered to you on December 2, 1996; and on the hearing record. In light of this experience, we are also sending a copy of our letter to the Secretary of the Navy in Washington, D.C. with our request that the Department of the Navy assume responsibility for getting us a copy and a reasonable opportunity to comment.

Yours very truly

Eileen Farley
President

cc Secretary of the Navy

Response

CG-5 Ravenna Bryant Community Association, Eileen Farley, President

CG-5-1 The comment period was extended based on public request until January 17, 1997. As stated, the request for documents was submitted to the City. The request for documents directed to Navy dated December 2, 1996 resulted in the mailout of the documents on December 9. Based on a second request that the documents had not been received by December 17, 1997, the documents were mailed out a second time.

CG-6

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Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

31250\9611.007\COMFORM

Response

CG-6 Ravenna Bryant Community Association, Eileen Farley, President

CG-6-1 See response CG-5-1.

CG-7

Ravenna-Bryant Community Association
6535 Ravenna Ave. N.E.
Seattle, WA 98115

January 17, 1997

Commanding Officer
(Attn: Mr. Don Morris, Code 232 DM)
Engineering Field Activity Northwest
19917 -- 7th Avenue N.E.
Poulsbo, WA 98370-7570

RE: Draft Environmental Impact Statement
Sand Point Re-Use Area

Dear Commanding Officer:

This letter supplements our letter, dated December 2, 1996, presented at your public hearing on the Draft Environmental Impact Statement on the Sand Point Re-Use Area held at Nathan Eckstein Middle School. Our December 2nd letter requested a copy of your draft statement for our study and the environmental assessment for your interim lease of the Sand Point Re-use Area. According to its postmark, the draft environmental impact statement was first mailed on December 26, 1996 and due to the snowstorms, it was delivered to us after the new year; the environmental assessment arrived last week. The late arrival of these documents prevented us from completing our comments earlier.

I OVER-ZONING OVER-LAY

The City's plan includes a very substantial up-zoning of the property, including the park area, subject to a possible zoning over-lay. That up-zoning, even within the proposed over-lay, allows types of uses on site and much more intensive uses than described in proposed plan. What are the impacts of a full build-out in accordance with the up-zoning without regard to the over-lay, which may be waived by administrative fiat? What are the impacts of a full build-out within the over-lay? If the full build-out is not analyzed, what binding commitments will the United States secure from The City of Seattle or the Muckleshoot Tribe for the benefit of the surrounding neighborhoods to make sure that its development stays within the proposal actually analyzed by the environmental impact statement?

II HUD APPLICATION

Along a similar vein, a copy of the City's application to the United States, Department of Housing and Urban Development for conveyance of the housing segment is on file at the North East District branch library. The application stipulates a housing project also known as "Phase I" but contemplates much more extensive housing over time. Moreover, the contract specifications seem to identify more housing (counting agency staff as well as agency constituents) than the summary in the draft environmental impact statement.

Please describe the exact area to be conveyed to the Department of Housing and Urban Development for the housing; the maximum number of units and type of residencies assuming full development; and the complete environmental impact of such a build-out. If such an analysis is not made, what sort of binding commitment will the United States make with The City of Seattle for the benefit of the surrounding neighborhoods to make sure that the development stays within the scope of that described in the Final Environmental Impact Statement and the environmental impact is not greater than that described.

To assure credibility, the United States needs to extract binding commitments from City government that give the surrounding communities enforcement power.

III IMPACT ON MAGNUSON PARK

The draft environmental impact statement must make an analysis of the impact of the proposed developments on Magnuson Park, and provide a basis for evaluating the effects of each alternative and of the several options under review. The Mayor's latest scheme would narrow the entranceway at N.E. 65th Street from that shown in the draft environmental impact statement to a slim corridor between housing projects. What impact would walling off Magnuson Park in that manner have on its potential as a regional park? its access to the public? on scenic resources? on the hydrology? Surely, making the conveyance for park and recreation purposes follow the boundaries in the proposed environmental impact statement would have some mitigating impact and should be required.

Building dense housing projects and a multiplex institutional complex so close to a regional park will surely impact it. Will the residents of the housing or the employment centers take over the parking in Magnuson park from the public? Will they so dominate the basketball and tennis

courts or ballfields as to scare others off? Will their pets harry wildfowl that would otherwise nest there or prevent the return of amphibians or anadromous fish to a restored Mud Lake? The fact that there is more public acreage in Magnuson Park does not answer these questions. Here again, the answers will help the decision-makers choose between alternatives and select appropriate options.

IV HISTORIC DISTRICT

The City's 1993 Plan contemplated developing housing within the shell of existing buildings, and, save for the P-Patch, maintaining the landscaped greenery as open space. The P-Patch community garden is consistent with such a historic district: old Fort Vancouver has a restored vegetable garden; oldtime residents and World War II veterans recall Victory Gardens on site.

The Mayor/HUD proposal now proposes to build new units in a modern townhouse style that clashes with the World War II style architecture. What impact with this intrusion have on the ambience of the historic district? In establishing historic preservation districts, the City tells the affected owners that designating a district serves to preserve the ambience and historicity of the area from intrusion. In fact, preserving the ambience and preventing intrusion is the very reason for creating a district rather than naming particular structures individually. What controls will the United States impose to preclude such intrusions through new construction? or through paving? and to preserve public access so that the citizenry may experience the atmosphere of a bygone era? The environmental impact statement should set those out so that the public and the decision-makers can evaluate their efficacy..

V TRANSPORTATION

King County's Metro has major changes in bus routes, including Route 74, ready to take effect later this year. It already has preliminary working papers for transit changes in North East Seattle to be implemented during 1998-1999? What impact will these changes have? Did the analysis take them into account? How?

Figure 4-16 on Average Daily Traffic Volumes uses 1992 figures; Figure 4-15 for Peak-Hour Turning Traffic relies on counts taken November 16 to 18, 1993; Figure 4-17 uses figures on Accident History to 1993; Page 4-108 uses 1993 counts for the Montlake Bridge and Montlake Boulevard.

It is now 1997. Much has happened in North East Seattle

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in the interim. The University of Washington has expanded with many new buildings (including another hospital wing), added staff, increased its enrollment, and added parking garages. Research and office buildings have opened in the University District; and New apartment and condominiums have sprung up north and east of campus and in Ravenna Springs. University Village has undergone a complete transformation and the QFC has moved and over doubled its size; and the Silver Cloud Motel and businesses have moved in along N.E. Blakeley Street as well as 25th Avenue N.E. Moreover, residents see more cars parked on the street showing that households own more cars per unit than before. All these factors contribute to traffic congestion. Anyone driving those streets over the last three years can attest to the congestion. What do 1996 figures show? How would using 1996 figures affect the analysis?

The traffic analysis at 4-114 notes that N.E. 65th St. will be impacted. Figure 14 indicates that 10% of the total traffic to and from the site will use it. What impact will that added through traffic have on our neighborhood business district (20th Ave. N.E. to 25th Ave. N.E.), which rely upon on-street parking and the ability of pedestrians to cross N.E. 65th St? Merchants tells us that bumper-to-bumper traffic inconveniences customers. Will it change the type of business there?

What would be the impact at the intersection of N.E. 65th St. and 25th Avenue N.E., an already badly over-loaded intersection? Will traffic from and to the re-use area add more traffic to that intersection? or will the added traffic turn down residential streets in order to avoid waiting for that slow signal?

What will be the impact of the City's plan to open a new intersection at N.E. 77th St. & Sand Point Way N.E.? Will this increase traffic on NE 70th St? The slow signal at N.E. 70th St. and 35th Avenue N.E. already prompts motorists to go south and enter 35th Avenue N.E. at N.E. 68th St. Will increasing the vehicles to and from the re-use area increase the use of this shunt? and how badly will the residents on the residential streets be affected?

The draft environmental impact statement at page 4-124 declares that trucks are "encouraged" to use Lake City Way and Sand Point Way. What measures will be taken to carry out that "encouragement?" So far, the City's encouraging the use of those truck routes consists almost entirely in paper pronouncements in City hall documents, which the truckers never see. Residents on N.E. 65th St. in our neighborhood, Hawthorne Hills, and View Ridge can testify that the hilly terrain is the only deterrence to through truck traffic and that truckers in a hurry will take the quickest route to or from the freeway, hill or no. For trucks from the south on

I-5, N.E. 65th St. seems faster than Montlake or going through the University District; and for trucks from the north, the N.E. 80th St. exit that ties into N.E. 75th St. saves time. The institutions and developers could require their vehicles and those doing business with them to follow truck routes. Has such a stipulation been explored as a mitigation measure?

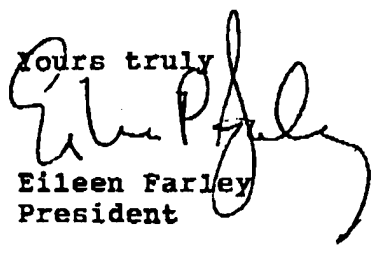
The traffic safety discussion at page 4-93 considers only those accidents for which the City has received a written report. At page 4-109, it dismisses the impact on traffic safety of increased vehicular traffic as "not significant." Perhaps, the study should re-examine its base. Near collisions are not reported. Almost every frequent user of the Burke-Gilman trail can tell of incidents of seeing or experiencing narrow escapes between vehicles and pedestrians or cyclists at the crossings of N.E. 65th St. and N.E. 70th St. Moreover, many accidents go unreported because the amount involved is less than the statutory threshold for mandatory reporting, or to a much lesser extent because the culprit committed a hit and run of a parked car during inclement weather or at night. The damages are there nonetheless. Those events too impact safety. How are these safety hazards taken into account? Will the near collisions and unreported collisions increase also with the added traffic? What mitigation measures can be assured?

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* * *

We appreciate the opportunity to comment. We ask that you will receive our comments as reflecting serious neighborhood concerns raised by our residents. We feel that environmental impact statements should be objective documents that make a full disclosure of environmental impacts and serve as a useful tool for conscientious decision makers. You will be setting an instructive precedent for local governmental agencies in investigating and responding to neighborhood concerns: We hope that you will do so. We look forward to receiving a copy of the final environmental impact statement when issued.

Yours truly


 Eileen Farley
 President

Response

CG-7 Ravenna Bryant Community Association-Eileen Farley, President

- CG-7-1** This EIS is intended to only consider the reuse as currently planned, not to speculate what the reuse might contrive after property transfer. The reuse is only bound to beneficial conveyance as sponsored by the supporting federal agency.
- CG-7-2** See response CG-4-9.
- CG-7-3** Binding Commitments. Under NEPA requirements, mitigation measures provided in this EIS are legally binding. A Record of Decision will be prepared regarding the Reuse Plan. The terms of the Record of Decision are enforceable by governmental agencies and private parties. A Record of Decision can be used to compel compliance with or execution of the mitigation measures identified therein.
- CG-7-4** See response L-1-7 regarding the mayor's recommendation and the reduced degree of impact.
- CG-7-5** The provision of additional park space under all alternatives is intended to increase public use of recreational areas. This is viewed as a public benefit. The public has expressed a need for additional park area. Parks are intended to be open to the public and would be considered to be a positive benefit, particularly for a "dense housing project and multiplex institutional complex".
- CG-7-6** The comment has been noted.
- CG-7-7** See response L-1-7.
- CG-7-8** In checking with King County's Metro, it has been determined that these plans are underway. Since the plan has not been adopted, information used in the analysis remains valid as of the writing of this document.
- CG-7-9** See response L-1-33.
- CG-7-10** Table 4-26 (page 4-103) includes an analysis of the conditions in 1993 and projections to year 2000 for each of the alternatives. The projections take into account known proposed projects between 1993 and 2000 as well as anticipated growth in traffic.

- CG-7-11** The comment reference to 4-114 appears to refer to the City of Seattle's FEIS rather than Navy document. No such statement appears in Navy's Draft EIS. As shown in Table 4-26 in Navy's DEIS, additional traffic from the alternatives is not expected to result in a significant impact to N.E. 65th Street.
- CG-7-12** The intersection of N.E. 65th and N.E. 25th was not analyzed in the EIS as the intersections closest to the project did not produce significant impacts under any alternative. It was determined that there would be no impact on the intersections closest to the project, therefore those intersections further from the project would not be impacted. The scope of analysis in an EIS is designed to analyze probable significant impacts. Eight intersections were originally analyzed in the DEIS (two additional intersections have been analyzed since the previous study—see response L-1-31) and the only one showing significant impacts was N.E. 95th and Sand Point Way.
- CG-7-13** See response L-1-30. Further analysis has been conducted to assess the new entrance. The EIS has been amended to include this analysis.
- CG-7-14** The comment reference to 4-124 appears to refer to the City of Seattle's FEIS rather than Navy document. No such statement appears in Navy's Draft EIS. Trucks are allowed to use all arterials but are encouraged to use non-major truck streets only as a means to connect from their origin or destination to the major truck street system (arterials designated as desired routes for through truck trips).
- CG-7-15** New updated information regarding accidents and traffic safety has been included in the EIS. Recent studies have indicated that accident rates have actually decreased in the past three years. See response L-1-33 for further details.

*Sand Point Community Liaison Committee**P.O. Box 15580**Seattle, WA 98115-0580**December 2, 1996***COMMENTS - RESPONDING TO THE NAVY DRAFT EIS**

Thank you for the opportunity to comment on the DEIS. My comments will be limited to only a few issues as the Liaison Committee hopes to have more complete written comments.

The timing of your issuing the DEIS is most unfortunate. Coming just the day after the City EIS is finalized, and calling for the written comments to be completed by Christmas Eve is unreasonable. Further, the timing of this hearing, so close to previous hearings is a surefire way to guarantee poor attendance.

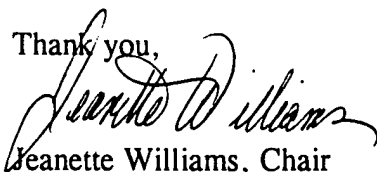
The Liaison Committee has requested a thirty day extension of the written comment period. We urge that our request be honored. The Navy DEIS document has been pending for two years. The City has had access to your documents, the Community is seeing it for the first time. And, if the community can be expected to give a thoughtful response, it should have adequate time to do so.

One of the difficulties experienced in commenting on the EIS is that the City Reuse plan keeps changing, and the DEIS does not. An example is the changed use of Building 9, and the domino affect on other uses. The Housing Coalition had proposed new construction to make up for lost space. That is referenced in the EIS, almost without comment. While "new construction" has been withdrawn, the redrawn southern boundary which abuts NE 65th St. is unchanged. These are major environmental issues and should be addressed.

Pg. 10 Historic Districts
4.2.3 Mitigating Measures The statement that "--is developing a Programmatic Agreement--will establish a process for property conveyance to preserve the historic district and its contributing elements.", is insufficient. Also, missing is any reference to the grounds surrounding the buildings which must be kept intact as an integral part of the Historic District.

The above and other comments relating to property value, crime and traffic impacts, we hope to comment on in our written response.

Thank you,



Jeanette Williams, Chair

Sand Point Community Liaison Committee

523-9109

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Response

CG-8 Sand Point Community Liaison Committee-Jeanette Williams, Chair

- CG-8-1** The person commenting requests a 30-day extension of the comment period on the DEIS. Based on several requests the comment period was extended to January 17, 1997.
- CG-8-2** See response L-1-9.
- CG-8-3** The process to be established for the review of future specific proposals for modifications to buildings identified as contributing to the Historic District or new construction (after the property is conveyed out of Federal ownership) is currently under discussion between Navy, SHPO, and the City. Agreement reached will be formalized in a Programmatic Agreement that will also be reviewed by the Advisory Council on Historic Preservation. This agreement was presented to the public in workshop held on July 31, 1997. An opportunity for public comment on the proposed agreement was provided. One attachment to the Programmatic Agreement is resource identification. The attachment shows the boundary of the Historic District, lists the contributing buildings (which will include any significant interior features) and also identifies the general site layout along the north south avenue and the mature landscaping as contributing elements to the district. The Programmatic Agreement will be completed prior to the signing of the ROD and elements of the Programmatic Agreement will be incorporated into the ROD.

Sand Point Community Liaison Committee

P.O. Box 15580

Seattle, WA 98115-0580

January 17, 1997

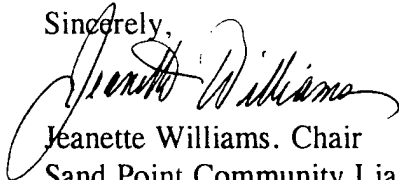
Captain David K. Gebert, USN
Commanding officer
Engineering Field Activity, Northwest
19917 - 7th Avenue NW
Poulsbo, Washington 98370-7570

Dear Captain Gebert:

On behalf of the Sand Point Community Liaison Committee I would like to thank you for extending the response period for comment on the Draft Environmental Impact Statement for the Reuse of Naval Station Puget Sound, Sand Point.

The following are comments made for the Liaison Committee.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jeanette Williams".

Jeanette Williams, Chair
Sand Point Community Liaison Committee

TO: Neale Bass
Code 232 DM
Engineering Field Activity, NW
19917 Seventh Avenue N.E.
Poulsbo, WA 98370-7570

FROM: Jeanette Williams, Chair
Sand Point Community Liaison Committee
P.O. Box 15580
Seattle, WA 98115-0580

Preliminary Statement: The difficulty in commenting on the Navy Draft EIS, is its use of the City of Seattle 1993 adopted reuse plan as the basis of its comments. The 1993 Plan has had many changes over a period of time since its adoption which make it difficult to determine what impact to evaluate. Portions of the "plan" used by the Navy for its Environmental Statement are no longer valid. An example is the so-called Education Zone. Originally intended as a Community Activities area, it later included, a fire fighter training center, social services, warehousing, and proposed commercial zoning among several proposed uses.

It now has an access road to the North Recreation Area, park property abutting warehousing, the changing of Building 9 from residential uses to education and also from residential into the education zone. The impacts are quite different.

The Navy should be basing its environmental impact studies on the updated plans otherwise the Statement is not valid.

VOLUME 1

Page

- iii-iv The interim lease and its support found in the FONSI do not seem to provide sufficient protection for Navy property; such as for exterior building alterations and change of property use because of construction within Park designated areas.
- v The statement that the three revisions cited on this page have been adopted by the City Council on February 22, 1996 is not true. The City Council has yet to act. on that February date there had not yet been any public review.
- vii Summary of uses in the City Plan is incorrect. It is confusing and should be updated.
- viii-ix Land use changes within the education zone will have substantial traffic congestion impacts onto Sand Point Way, and therefore adverse affects on surrounding neighborhoods. Impacts will result from both added traffic and

parking. The statement that this will not occur cannot be justified. The map should be updated.

3.1 FEDERAL

3.1.1. Defense Base Closure and Realignment Act (BRAC)

Wish to complement the Navy on how well this process was accomplished.

It was orderly - moved along well. * * The public was kept informed.* *

4.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL IMPACTS AND MITIGATING MEASURES

4.1 Land Use

The basis of good land use is a good, basic land use plan. A good plan includes, compatible adjoining uses, a good circulation system, etc. A plan which is spot changed, without relating to the whole, is not a good land use plan. How can the Navy state that no impact exists and therefore mitigation is unnecessary? This statement is made even though building uses keep changing, incompatible uses adjoin each other, and are adaptable to the adjoining residential area has not even been addressed in depth?

Residential Land Use. The analysis is flawed.

1. Page 4-21 Upper chart needs correcting. In error-Bldg 9, not residential, 333 and 334 - still to be occupied - U of W residential.

2. Page 4-24, 25 Check you charts- the surrounding area is not designated in the category of 'urban center and urban village.'

3. Correct your affordable housing figures in the NE quadrant. You have ignored even the U of W student housing which adjoins your southern boundary. Am enclosing a more recent City of Seattle listing, also not updated.

4. Your analysis ignores housing mix. Group homes for youth at risk, mentally fragile, etc, for a total of 74 singles requires special analysis. Why is it ignored?

5. The Community had originally agreed to transitional housing for homeless families as being more compatible in a residential neighborhood. The type of issues relating to families as compared to 'singles' differ. Why have not issues such as security, concentration of social programs and the creating of a housing project been analyzed?

4.2 Historic and Cultural Resources

There is no reference to the preservation of grounds and roadways, particularly in the residential area, or of old growth evergreens. Why have these points not been addressed as items for preservation?

4.3 Socioeconomics

* Social Services (4-69)

It is stated that the "City Plan will provide social services to the public and the homeless." This is an expanded use which goes far beyond providing assistance to those living on site. Incorporating King County services and other services onto Sand Point is not included within the 1993 plan. Already certain buildings are being assigned for such uses. This is not known to the general public. It will have adverse impacts on park and community programs, and should be discussed. Further, the remote and inaccessible location to San Point except by car, makes it a questionable location from which to provide services. What are the adverse impacts, and why have not these issues not been discussed?

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4.4 Recreation

There is some confusion in certain statements regarding identified community needs. Page 4-69 (City Plan) gives the impression that certain community needs are rather being provided as social services (ie: a Community Center, Senior Center, etc.). Page 4-79 Needs Assessment indicates that the existing Community has its own, long standing needs to be addressed. Why is this point not better recognized?

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4.5 Transportation

Comment: All the standard arterial studies, traffic counts, signals, turn counts, etc. have been done. Without them we could have told you that there would be an increase of congestion on Montlake Bridge, with no mitigation possible, that Sand Point Way could take an increase in traffic, that maybe a signal at NE 95th that the 2000 existing parking spots are sufficient.

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Totally ignored are the few other connectors that are that take the brunt of the traffic on the uphill side of the base where drivers look for short cuts: NE 77th, 56th Ave. NE as it winds down the hill, NE 70th. Mitigation measures should be addressed for those streets.

17

Parking is very poorly addressed. The study says that the 2000 existing spaces on open paved expanses will accommodate all parking needs. Some of the paved spaces will be removed for different purposes. Now what?

18

It was not unusual before the base was closed down to have parking along Sand Point Way and up the hills into the neighborhoods. Should that not be addressed?

4.7 Public Services and Utilities

For the record, the key issue in this section is the intention of the City to charge



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building leasees for the \$10.5 cost for infrastructure upgrade. The City will pay for the homeless coalition costs (\$773,000), but is asking community non-profit groups to pay. It may force some out of being able to participate. This may not be the concern of the Navy, but someone at the Federal level should review this issue.

4.8 Public Health and Safety

* Law Enforcement

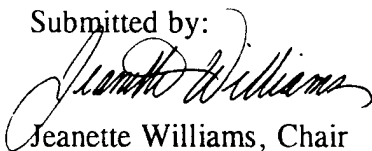
The impact study on crime rates is deficient. Comparing the controlled environment of a Navy Base to that of a housing project is not valid. Further, considering all the homeless population as a single category is equally not valid. Crime statistics do vary according to individual factors as age and mental stability. The realistic ability for those in charge of the group homes to monitor residents at all times must be considered.(ie: 12 boys and girls, 16 to 18, and one manager.)

In fairness to the surrounding community, this section Must be re-evaluated.

4.9 Earth

This section is being sent in under separate cover.

Submitted by:



Jeanette Williams, Chair
Sand Point Community Liaison Committee
P.O. Box 15580
Seattle, WA 98115-0580

Phone: 1 (206) 523-9103

FAX: 1 (206) 522-7576

Response

CG-9 Sand Point Community Liaison Committee-Jeanette Williams, Chair

- CG-9-1** The person commenting requests a 30-day extension of the comment period on the DEIS. Based on several requests the comment period was extended to January 17, 1997.
- CG-9-2** This comment is based on the June 1996 Environmental Assessment which evaluated the Interim Lease. Comments regarding this lease and the adopted FONSI are not relevant to this document.
- CG-9-3** As of the publication of this FEIS, the City has adopted the revised zoning and amendments to the Plan. The changes to the original Plan have been referenced throughout the FEIS. In many instances a date has been placed after the "City Plan" to indicate the updates and the original plan.
- CG-9-4** Please see responses L-1-2 and L-1-6.
- CG-9-5** Traffic and parking impacts are discussed in Section 4.5. Impacts are acknowledged in Section 4.5.2 and mitigating measures are listed in Section 4.5.3. It is unclear what map the commentor is referring to.
- CG-9-6** This comment is complementary of the EIS, therefore, no response is necessary.
- CG-9-7** The basis for the conclusions regarding the land use impacts is explained in Section 4.1.2.
- CG-9-8** Please see responses L-1-2 and L-1-6.
- CG-9-9** Regarding publicly subsidized low income housing, Policy H-31 of the Comprehensive Plan states, "Promote a broader geographical distribution of assisted housing by generally funding projects in areas with less assisted rental housing while generally restricting funding for projects where there are high concentrations of assisted rental housing." According to the 1990 census, the total number of housing units in the Naval Station Sand Point area is 12,034. The total number of assisted housing units currently in the Naval Station Sand Point area is 107 units. With the addition of 250 units proposed in the City Plan, the total of 357 assisted housing units in the Naval Station Sand Point area would be less than 3 percent. The text has been amended on FEIS pages 4-24 and 4-25. There is no longer a reference to urban center or urban village.

CG-9-10 See response CG-9-9 (above). Also the following table has been added to Section 4.1.2, Proposed Residential Land Use Area on page 4-25:

Summary of Subsidized Housing Stock and Total Housing Units

<u>Census Block</u>	<u>Subsidized Units</u>	<u>Total Housing Units</u>	<u>Census Block</u>	<u>Subsidized Units</u>	<u>Total Units</u>
<u>22.003</u>	<u>0</u>	<u>525</u>	<u>40.982</u>	<u>0</u>	<u>348</u>
<u>22.004</u>	<u>1</u>	<u>234</u>	<u>40.989</u>	<u>0</u>	<u>169</u>
<u>22.005</u>	<u>0</u>	<u>429</u>	<u>41.001</u>	<u>0</u>	<u>582</u>
<u>23989</u>	<u>0</u>	<u>5</u>	<u>41.002</u>	<u>0</u>	<u>281</u>
<u>24.002</u>	<u>1</u>	<u>402</u>	<u>41.003</u>	<u>0</u>	<u>465</u>
<u>39.001</u>	<u>0</u>	<u>235</u>	<u>41.004</u>	<u>15</u>	<u>609</u>
<u>39.002</u>	<u>0</u>	<u>200</u>	<u>42.001</u>	<u>0</u>	<u>582</u>
<u>39.003</u>	<u>0</u>	<u>213</u>	<u>42.002</u>	<u>78</u>	<u>473</u>
<u>39.004</u>	<u>12</u>	<u>526</u>	<u>42.008</u>	<u>0</u>	<u>326</u>
<u>40.981</u>	<u>0</u>	<u>565</u>			

Source: City of Seattle

CG-9-11 The analysis presented in Section 4.1.2 under City Plan subsection Proposed Residential Land Use includes a description of the housing mix (page 4-16). See especially Table 4-9 (page 4-24). Additional discussion is found in Section 4.3 (page 4-53), Socioeconomics.

CG-9-12 Security issues are analyzed in Section 4.8 (page 4-133) Public Health and Safety.

CG-9-13 The grounds and roadways have not been identified as contributing resources to the historic district. However, the large mature tree plantings "both define the limits of the nominated historic district as well as providing significant accents to many of the contributing buildings." See response I-27-3 for further details on the preservation process.

CG-9-14 The social services proposed in the City Plan alternative are described in Section 4.3, subheading Social Services (page 4-61). These are the same services described in the adopted City reuse plan. As stated in the EIS, "Services proposed include child care, health services, employment counseling and placement, case management, a senior center, and a community center."

- CG-9-15** The following sentence has been added to Section 4.3.2 subheading Social Services, subheading City Plan (5th paragraph on page 4-69): "Community needs are also described under "View Ridge Neighborhood Needs Assessment." Section 4.4.1
- CG-9-16** See Response L-1-4 and L-1-30.
- CG-9-17** The intersection of N.E. 65th and N.E. 25th was not analyzed in the EIS as the intersections closest to the project did not produce significant impacts under any alternative. It was determined that there was no impact on the intersections closest to the project, therefore those intersections further from the project would not be impacted. The scope of analysis in an EIS is designed to analyze probable significant impacts. Eight intersections were analyzed in the DEIS (two additional intersections have been analyzed since the previous study-see response L-1-30) and the only one showing significant impacts was N.E. 95th and Sand Point Way.
- CG-9-18** Because of the large amount of paved parking at the base, parking is not anticipated to create an impact. Mitigation measures have also been incorporated encourage reduced parking at the site.
- CG-9-19** Financing is not addressed in the EIS process.
- CG-9-20** The impact evaluation for crime compared the housing project proposed at Sand Point to other housing projects in Seattle and around the U.S. See Appendix K for the detailed study.
- CG-9-21** The comment states that comments on earth would be sent under separate cover. No comments on earth were received. No response necessary.

*Sand Point Community Liaison Committee
P.O. Box 15580
Seattle, WA 98115-0580
January 21, 1997*

Neil Bass
Engineering Field Activity, Northwest
19917 - 7th Avenue NW
Poulsbo, Washington 98370-7570

Dear Mr. Bass:

Last week I responded to the Navy Draft Environmental Statement for the Reuse of Naval Station Puget Sound, on behalf of the Sand Point Community Liaison Committee and the Citizens Sand Point Planning Association. The comments were mailed January 16, 1997

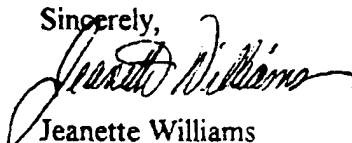
The following comments are intended to supplement the prior submittal.

4.2 Historic and Cultural Resources.

Pursuant to the National Historic Preservation Act, the Navy and the State Historical Preservation Officer have determined that a significant portion of the site is eligible for listing in the National Register of Historic Places. The EIS contains inadequate mitigation to protect individual buildings that are proposed for substantial renovation and demolition. Further, Table 4-11 lists only individual buildings and structures "deemed worthy of inclusion on the same." The integrity of the Historic District itself, in addition to the architectural integrity of individual buildings should be addressed in much greater detail in the EIS. An Historic Park plan for the entire site should be planned before proceeding with other projects. To maintain the historic ambience of the base, this Historic Park plan should include the grounds, open space, roadways, lawns and trees, and their relationship to the historic community of buildings.

If you have any questions, I can be reached at 1(206) 523-9103. thank you for your attention in this matter.

Sincerely,



Jeanette Williams

cc: Sand Point Community Liaison
Executive Committee
Citizens Sand Point Planning
Association

Response

CG-10 Sand Point Community Liaison Committee-Jeanette Williams, Chair

CG-10-1 See response CG-4-10 and CG-8-3.

COMMENT FORM

CG-11

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

Your Name	Seattle Community Council Federation
Your Address	2511 West Montlake Place East, Seattle 98112
Comments	We fully support the request of the Ravenna-Bryant Community Association for a copy of the draft environmental impact statement in order to comment on the document and of its follow-up letter repeating that request. We feel that such a request made in public testimony on the record and by letter delivered to the hearing officer should be honored. We also request that it and other community organizations, which have yet to receive the draft documents requested, be granted an extension of time after December 23, 1996 to comment in order that they are not prejudiced by the delay of the Navy in getting around to send them the document.
	12/20/96

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

CG-11 Seattle Community Council Federation

CG-11-1 See response CG-5-1 (mailout of documents) and CG-1-1 (extension of comment period).

Sand Point Community Housing Association
7400 Sand Point Way NE, Seattle, WA 98115
(206) 517-5499 Fax (206) 517-5495

CG-12

January 17, 1997

Commanding Officer
(Attention: Kimberly Kler, Code 232 KK)
Engineering Field Activity, Northwest
Naval Facilities Engineering Command
19917 Seventh Avenue NE
Poulsbo, WA 98370-7570

10 page fax transmission (360)396-0854
Original by US Mail

Dear Sir or Madame:

Thank you for the opportunity to comment on the Navy's Draft Environmental Impact Statement for the Reuse of Naval Station Puget Sound, Sand Point. Sand Point Community Housing Association (SPCHA) is an independent, non-profit corporation formed specifically to develop and manage homeless housing and services at Sand Point. Our organization has been working in partnership with the City of Seattle to secure property and develop 200 units of housing serving families, youths and individuals who are homeless as part of the City's Reuse Plan for Sand Point.

Federal Property Disposal Process: Homeless Assistance Screening

With respect to Step 3 of the Property Disposal Process, "Homeless assistance screening" described on page 1-8, we are enclosing two letters from the Department of Housing and Urban Development (HUD) that inform the City of Seattle that HUD has approved the City's reuse plan for Sand Point, and that the plan meets the requirements of the Base Closure Community Redevelopment and Homeless Assistance Act of 1994 (Redevelopment Act). (See the letter from Assistant Secretary Andrew Cuomo to Mayor Rice, September 6, 1996, and the letter from Deputy Assistant Secretary for Economic Development Jacquie M. Lawing to Mayor Rice, dated January 3, 1997.) It should be noted that the Redevelopment Act stipulates that upon receipt of notification by the Secretary of HUD, the Secretary of Defense shall dispose of the buildings and property identified in the plan for use to assist the homeless "without consideration."

1

General Impacts of Assisted Housing

The Navy used the figure of 250 units of assisted housing from the City's 1993 Reuse Plan to prepare its Draft EIS. Mayor Rice has subsequently proposed (and SPCHA

2

has concurred) that the total number of assisted units be revised downward to 200 units. Therefore the impacts of assisted housing (e.g., population, traffic, crime) will generally be less than what is reported in the Draft EIS, and in any event will not be greater than what is reported in the Draft EIS.

On page 4-25, the Draft EIS states that 250 units will house approximately 650 persons, which is "comparable to housing currently provided at Naval Station Sand Point." Since the number of units now being proposed is 200 units, there are likely to be fewer than 650 persons residing on the base. In any event, a lower unit count would serve to reinforce the conclusion reached on page 4-25: "Impacts from residential land use, building use, or character changes are not considered to be significantly adverse."

On pages 4-58, 4-59 and 4-61, the Draft EIS cites data on Seattle's homeless population dating from 1993. More current data is available in Seattle's 1996 Consolidated Plan for Housing and Community Development (December 1995).

Impact of Assisted Housing on Property Values

Collectively the ten agencies that are participating with SPCHA have a great deal of experience developing assisted housing. We are familiar with the concerns of neighbors about the effect of assisted housing on surrounding property values. The property value study commissioned by the Navy specifically itemizes the neighborhood concerns expressed during scoping: fear, inadequate security, decline of property values, increase of traffic / more crowded schools due to influx of homeless, and lack of responsibility and accountability for appearance and maintenance. The Navy's appraiser concludes, "These concerns are not substantiated by the results of national studies or local data collected." (page 9-1 of Appendix G).

Based on our collective experience, we support the general conclusion of the Navy's property value study that "homeless housing can be absorbed into neighborhoods with minimal impact to property values" (page 4-67). The property value study concludes: "With proper community presentation, screening and monitoring, there should be no diminution of value with introduction into the neighborhood of homeless housing. Historically, depending upon neighborhood reaction, there may be some residents who would list their homes at below market prices. Within a year generally prices will become stable and return to their market level." (page 1-1 of Appendix G).

We question the basis of the conclusion of the property value study that the proposed 28 urban cottages are out of character and less likely to be accepted by the community than multiple housing units of greater mass, and are therefore likely to diminish nearby property values 2%-6%, especially within 300 feet of the cottages (page 9-9 of Appendix G). Any construction will have to meet site-wide development standards yet to be adopted. These standards will be developed in consultation with a community

advisory council. We believe the community may prefer smaller-scale urban cottages, provided that they are sensitively sited and meet design standards.

Impact of Assisted Housing on Environmental Justice

We would like to underscore the conclusion on page 4-72 under the heading "Environmental Justice": "The City Plan and its options will benefit low-income people and minorities by providing increased housing, social services and educational opportunities." Minorities will benefit because they comprise a disproportionately large share of the homeless population (e.g., see Table 3.15 of the Consolidated Plan, City of Seattle, 1995). Another population subgroup who will benefit from increased housing opportunities at Sand Point is single women with children. Two-thirds of homeless family households served by Seattle shelters are single women with children. In addition to homeless families, Sand Point will provide transitional housing units for homeless people with mental health disabilities, youths and single adults.

6

Impact of Assisted Housing on Crime

Again, based on our collective experience developing and managing assisted housing throughout King County, we agree with the conclusion of the Draft EIS: "Analysis of comparable public housing in Seattle suggests that there is no empirical basis to believe that serious crime will significantly increase in the census tracts adjacent to Naval Station Sand Point as a result of public housing. Crime rates around two temporary transitional housing programs in Census Tracts 67 and 105 have actually fallen over the past few years after establishment of the housing programs. The data do not support a conclusion of increased crime resulting from the City's housing plans for Naval Station Sand Point." (pages 4-149, 4-150).

7

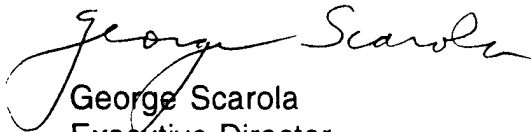
The Draft EIS ties increased crime on-site to increases in the overall number of people using the base, and not to assisted housing. It proposes mitigation measures to reduce the likelihood of crime (pages 4-156, 4-157). We are enclosing a paper we prepared, "Answers to Commonly Asked Questions" dated November 7, 1996. On page 3 we list security measures and screening provisions that SPCHA will implement at Sand Point. Because we are concerned for the safety of residents and visitors throughout the base, especially in any underutilized buildings or areas, our organization plans to be an active participant in the proposed citizens advisory council which we expect will take a proactive role in adopting and monitoring site-wide crime prevention measures on the former base and Magnuson Park. We share the concern stated in the Crime Impact Technical Report in relation to the No Action Alternative: "Without Naval security and well maintained fences and buildings, the area has the potential to develop an abandoned or neglected appearance, and become more attractive as a target for crime especially burglary and arson." (page 25 of Appendix K).

8

Page 4 of letter to Naval Facilities Engineering Command,
January 17, 1997

In conclusion, SPCHA appreciates the thorough and professional work of the Navy and its consultants in preparing this Draft EIS. We hope our comments will be helpful to you in preparing the final Environmental Impact Statement.

Sincerely,


George Scarola
Executive Director

Enclosures:

Letter from Assistant Secretary Andrew Cuomo, HUD, to Mayor Norman B. Rice, City of Seattle, September 6, 1996

Letter from Deputy Assistant Secretary for Economic Development, HUD, Jacquie M. Lawing to Mayor Norman B. Rice, City of Seattle, January 3, 1997

"Answers to Commonly Asked Questions," Sand Point Community Housing Association, November 7, 1996



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410-7000

CG-12 ATTACHMENT

OFFICE OF THE ASSISTANT SECRETARY FOR
COMMUNITY PLANNING AND DEVELOPMENT

September 6, 1996

Honorable Norman B. Rice
Mayor of Seattle
600 Fourth Avenue, 12th Floor
Seattle, WA 98104-1873

Dear Mayor Rice:

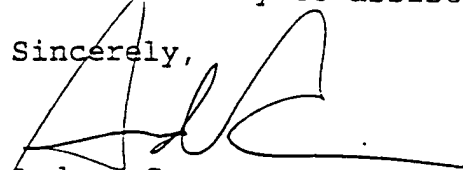
I am pleased to inform you that the Department of Housing and Urban Development (HUD) has approved your base reuse plan for the Naval Station Puget Sound (Sand Point) under the Base Closure Community Redevelopment and Homeless Assistance Act of 1994. This means that you can now move forward with implementing your plan.

Specifically, we have determined that the plan meets the requirements under the Act regarding outreach to homeless assistance providers and balancing the economic redevelopment, other development, and homeless needs of your community. We are pleased that the City and the Sand Point Community Housing Association agreed upon a mutually acceptable arrangement that is reflected in the enclosed legally binding agreement.

Your commitment to provide up to 200 units of housing for families and individuals who are homeless will address critical gaps in the continuum of care service system. This pledge reflects your City's long standing commitment to provide permanent solutions to homelessness. I am pleased that HUD's McKinney Act funding will be used in support of this project.

Congratulations on this plan. I wish you continued success in your revitalization efforts. HUD stands ready to assist you.

Sincerely,


Andrew Cuomo
Assistant Secretary

*P.S. Best personal regards!
Good to see you in Seattle -
Thanks for your kindness.*



U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
WASHINGTON, D.C. 20410-7000

CG-12 ATTACHMENT

OFFICE OF THE ASSISTANT SECRETARY FOR
COMMUNITY PLANNING AND DEVELOPMENT

January 3, 1997

Honorable Norman B. Rice
Mayor of Seattle
600 Fourth Avenue, 12th Floor
Seattle, WA 98104-1873

Dear Mayor Rice:

Thank you for your letter of November 13, 1996, requesting clarification of HUD's approval of your reuse plan for the Naval Station Puget Sound ("Sand Point") under the provisions of the Base Closure Community Redevelopment and Homeless Assistance Act ("Redevelopment Act").

On July 9, 1996, you submitted a base reuse plan for Sand Point to HUD. As you know, HUD approved this reuse plan on September 6, 1996.

In approving the reuse plan, HUD was guided by 24 Code of Federal Regulations Part 586.35 which requires HUD to determine whether your plan: 1) takes into consideration the needs of the homeless population in Seattle (vicinity of the installation refers to the City as a whole and not simply the Sand Point neighborhood); 2) takes into consideration the economic impact of the proposed homeless plan; 3) is consistent with local planning documents, i.e., the Consolidated Plan and the Continuum of Care; 4) balances in an appropriate manner the needs of Seattle for economic redevelopment and other development with the needs of the homeless in Seattle; 5) fulfills the outreach requirements to homeless assistance providers; and, 6) specifies the manner in which buildings and properties on the installation will be made available for homeless assistance purposes through legally binding agreements. HUD's review and subsequent approval on September 6, 1996, determined that the City realized all these requirements.

The Redevelopment Act envisions a "results oriented" process that starts with the organization of the local redevelopment authority ("LRA"), in this case, the LRA is the City of Seattle. It continues with the receipt and consideration of various redevelopment options and then is presented as the redevelopment plan of the LRA.

This rather lengthy period of organizing, assessment, and selection is reflective of the reuse process followed at Sand Point. Once a community, after following the statutorily

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MAYOR'S OFFICE


CG-12 ATTACHMENT

2

mandated reuse planning process, determines how former military property should be reused and submits that decision to HUD and the Military Department, the planning process is considered to be complete and the efforts toward implementation have begun.

I hope this addresses your questions. If you have any further questions, you and your staff should feel free to contact me at (202) 708-0270. I wish you success in the implementation of your revitalization efforts.

Sincerely,


Jacquie M. Lawing
Deputy Assistant Secretary
for Economic Development

Sand Point Community Housing Association

Answers to Commonly Asked Questions November 7, 1996

Is there adequate Metro service for residents of Sand Point?

- Route 74 -- commuter service to downtown Monday through Saturday; shuttle service to U-District evenings and Sundays.
- Route 75 -- express service to downtown during rush hours on weekdays; shuttle service to U-District & Northgate Transfer Station seven days a week.
- Route 41 -- commuter service via Northgate Transfer Station to downtown during rush hour on weekdays.
- Routes 16 & 62 -- service from Northgate Transfer Station to North Seattle Community College six days a week (Route 16 runs Sundays as well).
- Routes 302 & 305 -- service from Northgate Transfer Station to Shoreline Community College six days a week (Route 305 runs Sundays as well).

Are there any other transportation services available?

- Burke-Gilman Trail -- provides ready access to University Village, the U-District, or downtown by bicycle.
- Seattle Indian Center and Fremont Public Association offer personal transit services for eligible clients.

Are there grocery stores and other services near-by?

- Albertsons, at NE 52nd and 40th Ave NE, is 1.25 miles from Sand Point, and is accessible by bus.
- Along Sand Point Way: two convenience stores, 2 blocks to north or south; pharmacy, bank, 1 mile south, accessible by bus.
- University Village is 2 miles by bus or bicycle.
- Northgate shopping center is accessible by bus.

CG-12 ATTACHMENT

Will residents have access to job training & employment opportunities?

- Seattle Conservation Corps -- will train, employ Sand Point residents on-site.
- Common Meals -- proposes to train, employ Sand Point residents on-site.
- Seattle Central, North Seattle & Shoreline Community Colleges -- all offer specialized employment training programs, as well as general education.
- Seattle Indian Center -- access to job training programs off-site.
- Community Psychiatric Clinic -- access to vocational counseling, job placement, employment opportunities for clients off-site.
- Seattle-King County Private Industry Council -- access to employment training programs off-site.

Are there employment opportunities near Sand Point?

- Seattle Conservation Corps -- employs parks, construction workers.
- University of Washington -- employs service, clerical personnel.
- Children's & University Hospitals -- employ service, clerical personnel & technicians.
- University Village, U-District, Northgate -- offer retail, service positions.

What human services will be available at Sand Point?

- The following services will be available to residents only.
- Every resident will have a case manager.
- Counseling, basic life skills training will be provided as required.
- Access to child care (potentially on site).

What human services will be located off-site?

- Access to child care, health care, food banks, and counseling.

What security measures will be implemented for the residential area?

- All programs will be supervised by trained, resident managers.
- Programs are designed to promote residents' taking responsibility for management of their buildings, monitoring the safety of their buildings, and enforcing all program rules.
- Residents will participate in Neighborhood Block Watch Program.
- Drug and alcohol abuse will not be tolerated. Drug and alcohol laws will be strictly enforced.
- A 24-hour response system will be available to deal with problems or complaints.
- A private security service will patrol the residential area in evenings.
- Residential area will also be patrolled by Seattle Police Department.

What is the process for screening applicants?

- Applicants will be screened off-site by experienced counselors.
- All agencies at Sand Point were selected because of their experience providing safe, well-managed, well-maintained housing.
- Applicants will be known clients of those agencies who have the ability to live in a family-oriented residential setting.
- Applicants must agree to participate in education, job training, or employment programs, with the goal of achieving self-sufficiency.
- Applicants who pose security risks to residents, visitors, or neighbors will not be accepted.
- Applicants with a history of drug or alcohol abuse will not be accepted unless they have previously resolved their abuse problem or they can demonstrate they are successfully resolving their abuse problem.
- SPCHA will continue to elaborate and refine our screening procedures and criteria, and will keep the community advised and informed through the Sand Point Advisory Council.

Response

CG-12 Sand Point Community Housing Association

CG-12-1 The EIS reads, "Navy **could convey** the property for purposes of assistance to homeless persons as designated by the City Plan after approval is received from HUD." The approval from HUD has been received.

CG-12-2 See response L-1-6.

CG-12-3 See response L-1-6.

CG-12-4 This data has been amended in the FEIS. See response L-1-21.

CG-12-5 The comment has provided this information to further supplement information already provided in the EIS, therefore, no further response is necessary.

CG-12-6 See response CG-12-5.

CG-12-7 See response CG-12-5.

CG-12-8 See response CG-12-5

12 January 1997

TO: Mr. Don Morris
 Code 232 DM
 Engineering Field Activity, Northwest
 Naval Facilities Engineering Command
 19917 Seventh Avenue N.E.
 Poulsbo, WA 98370-7570

FROM: Jacqueline E.A. Lawson
 Sandpiper Condominium
 5834 NE 75th Street, B-301
 Seattle, Washington 98115-6394

In November 1993, the City of Seattle established the *City of Seattle Community Preferred Reuse Plan*. In preparation for the closure of the Naval Station Puget Sound (Sand Point), an EIS Scoping Public Hearing was held in December 1993. The Scoping was based on the November 1993 Plan. Since that time, the City made several "amendments" to that original November 1993 Plan, some of which the neighboring community residents were unaware.

1

The primary problem with this current DEIS, then, is that the Scoping hearing for this DEIS was limited to those programs included in that November 1993 plan. Examples are the inclusion of the Community College and dormitory spaces, construction of permanent low-income housing, etc. For this reason, it is difficult to intelligently comment on many items in this package.

My specific comments are in italics and are as follows:

VOLUME 1

COVER SHEET

Pg.

- iii Regarding the revisions submitted February 22, 1996: *To my knowledge, the Sand Point Community Liaison Committee was not informed that these options were part of the proposed interim lease negotiated on July 10, 1996. In addition, we did not know that such a lease had actually been negotiated!*

2

SUMMARY

HISTORY AND BACKGROUND

- vi (paragraph 5) "...for immediate use of approx. 136 acres (of 152). *What buildings/land are included/excluded?*

3

SUMMARY OF THE ALTERNATIVES

- vii (paragraph 2, item 7) North Seattle Community College - *Where was this to be placed? It is my understanding that the following items included in the November 1993 Plan have now been excluded:*
 ...include low-income housing
 ...training and administration
 Bldg 67, fire department training

4

SUMMARY OF ENVIRONMENTAL IMPACTS

Land Use

viii ...Regarding "compatibility... with the existing neighborhoods..." *How are the planners intending to make low income housing compatible with the residences in this neighborhood?*

5

ix (fifth line from the top) "...general character of the surrounding area is single-family residential,..."- *This is not true; the surrounding area character consists of condominiums and apartments*

6

(next sentence) "...increasing the educational land use area." *I object to the proposed Building 9 use which displaces homeless and homeless utilities. This building could well be used for ShareHouse and Salvation Army, especially if those groups were being included to provide training for the homeless.*

7

Socioeconomics

x *What is included in the study area? Any decrease in property values is alarming to nearby property owners, regardless of the anticipated size of the decrease.*

8

Transportation

xi *If 10,280 average daily trips (ADTs), does not result in a V/C ratio that would exceed "the maximum allowed under the City's concurrency plan.....," what is the maximum allowed V/C ratio?*

9

Noise

xii *If the noise levels currently exceed City limits, how does the City intend to lower the noise levels with the additional anticipated activities?*

10

Public Health and Safety

xiii *If crime will increase on site, how is it possible that there will be no increase in crime in adjacent areas?*

(fourth paragraph) "...proposed medical facilities in the reuse plans,..." *What are the proposed medical facilities? I was told that there would be no treatment centers, etc.*

11

(sixth paragraph) "mitigating measures include implementation of crime prevention activities. What type of crime prevention activities are planned?

Air Quality

xv *Would not demolition and construction activities result in air pollution, however temporary it might be?*

12

BACKGROUND

Pg. 1-5, **No. 2. Scoping** - The scoping period for the NAVY DEIS ended January 14, 1994. However, this DEIS includes revisions to the 1993 Plan that were approved in 1996. The scoping portion of the process used in preparing this EIS was, therefore, invalid.

13

Pg. 1-8, **Step 4. State and local screening.** "Uses such as parks, recreation,... are eligible for this public benefit discount or waiver." *It would appear that it would be unnecessary to redesignate an area for a use such as education in order for the City to be awarded this property through a public benefit discount or waiver.*

14

FEDERAL AND LOCAL AGENCY, TRIBAL, AND PUBLIC INVOLVEMENT

Pg. 1-11, **No. 1.4.1 General Public** (top of page) "...distributed to 1,072 interested neighbors and other people,..." *This number is less than 4% of the 27,000 residents in the socio-economic study area (1990 census). Also, this number apparently includes individuals outside of this area who may have merely been curious with no particular interest except that they had attended a previous meeting and ended up on a mailing list.. Had the actual (entire) neighborhood been aware of the facts, no doubt the comments subsequently submitted would have more accurately portrayed the neighborhood's opinions and recommendations.*

15

No. 1.4.2 Sand Point Community Liaison Committee. *This Committee did indeed submit recommendations, most of which recommendations were ignored or altered by City Planning..*

16

DESCRIPTION AND COMPARISON OF ALTERNATIVES

OVERVIEW AND DECISION LOGIC FOR ALTERNATIVES

Pg.2-1 - *There are actually four alternatives being analyzed. The fourth is the City/Option Plan.*

17

Pg.1-12, **Table 2.1. Fencing.** *Removal of the fence along Sand Point Way would appear to be inadvisable because it would be an invitation for individuals to cross Sand Point Way outside of the cross walks (jay walk). The traffic on Sand Point Way even now makes this a dangerous practice.*

18

Pg.3-9, **No. 3.4.3. Land Use and Zoning Code.** - *Determining compliance with specific zoning code provisions cannot be accomplished realistically and honestly until the specific attributes of each potential use are known.*

19

(top of Pg.3-10) *Because some of the uses proposed by the City may be conditional and/or prohibited, it appears that the City can elect to rezone areas any way they want in order to implement their plans regardless of possible consequences. This includes the problem involved in increased noise levels.*

20

- Pg.4-14 Uses in Adjacent Neighborhood. Neighborhood Residential Use. *Residents of the "strip of multifamily residential housing along Sand Point Way N.E." are home owners and take as much pride in their homes as the single-family residences. My home, the Sandpiper Condominium, was built in about 1957, many years before some of the single-family residences to the west.* 21
- Pg.4-16. (third paragraph) *Regarding the Federal Archives, the statement "... primary activity is information storage and could be considered warehouse use" is misleading. This facility is used extensively for on-site research by students, members of the legal profession, and individuals seeking to prove their United States citizenship.* 22
- No. 4.1.2. Direct and Indirect Environmental Impacts. *The statement- "...and a decrease in commercial and administrative uses" apparently ignores the proposed commercial film studio.* 23
- Proposed Residential Land Use Area.
- Pg.4-24 and top of 4-25. *Regarding the statement "...in each urban center and urban village..." Sand Point Naval Base is not designated as an urban center or village, according to Page 3-7, No. 3.4.2, Comprehensive Plan.* 24
- Pg. 4-25. *The third paragraph states that "...uses are compatible...". They are not socio-economically compatible.* 25
- Pg. 4-26 Commercial Land Use Area This states that "A small-scale neighborhood convenience facility might be located in the residential area,..." and continues on to say "...commercial building use would increase slightly, even though commercial land use is not indicated in the plan." Obviously, the City is stretching their Plan to allow for flexibility in building / zone designations! 26
- Pg. 4-27 - Educational Land Use Areas. *The designation of Building 5 as being used for education or community services is misleading and incorrect, because the City wants to use the larger portion of that building for warehousing and storage.* 27
- Pg. 4-39 No. 4.1.3 Mitigating Measures - City Plan and Options. *Incompatible changes of land uses include replacement of green and scenic areas with vegetable gardens and buildings. Incompatible changes of building uses include transient residents in neighborhoods that are heretofore permanent family homes.* 28
- 4-2 HISTORIC AND CULTURAL RESOURCES**
- 4-2.1 Affected Environment. Historic Context.**
- Pg. 4-43 (second paragraph, third to last line) - *As a reminder, Naval Station Sand Point was known as Sand Point Naval Air Station in the late 1930s and the 1940s and then as Naval Station Puget Sound.* 29
- 4.3 SOCIOECONOMICS**
- Pg. 4-58 - Housing Costs: *It might be noted that homeless housing will reduce the median rent and median income in the SSA, thereby reducing median values.* 30

Pg. 4-61 - <u>Property Values</u> : <i>The statement "...homes took longer to sell because they are on an arterial, and the owners reduced the prices in order to sell" merely emphasizes the fact that that the changes proposed for the Sand Point property will cause reductions in the values of homes as traffic on the arterial of Sand Point Way increases.</i>	31
Pg. 4-66 - <u>Housing City Plan</u> . <i>By providing housing for 24 homeless youth and 6 teen mothers with their infants in adjacent buildings, the City of Seattle is asking for problems. The "youth" are from age 14 to 21!</i>	32
Pg. 4-67 - <u>Economy - City Plan</u> . <i>What jobs "are expected to be relocated and from where ?</i>	33
Pg. 4-68, <i>Third paragraph states "...traffic generated by the City Plan would have little or no effect on property values." This statement repudiates the earlier study cited on Page 4-61.</i>	34
<i>Fourth paragraph states "...Provided..., property values would not be affected significantly." This statement reinforces the fact that property values <u>would be</u> affected.</i>	
<i>Fifth paragraph states "...Any possible impact would only affect houses on the market when the high school is in operation." Temporary or not, this statement agrees that there will be an affect on property values relating to at least the two years that the high school would be on the property.</i>	
Pg. 4-69: <u>Social Services - City Plan</u> : <i>What type of health services will be provided? Hospital, clinic, treatment center?</i>	35
Pg. 4-72, <u>No 4.3.3 Mitigating Measures</u> . <i>Again, the last sentence under City Plan fortifies the contention that there will be impacts to property values.</i>	36
4.5 TRANSPORTATION	
Pg. 4-83 <i>Some consideration should be given the short street of N.E. 75th, from 57th N.E. to Sand Point Way. It is the only entrance onto Sand Point Way for the View Point Apartments residents and for half of the Sandpiper Condominium residents. This DEIS considers that street unimportant because it only affects immediate residents. This is a very disquieting and objectionable attitude for those of us who are residents.</i>	37
Pg. 4-94, <u>Parking</u> . <i>It is obvious that mention of off-site parking areas is probably necessary. These areas, however, are well utilized - and needed - for overflow parking by residents of and visitors to the adjacent condominiums and apartments, and including a statement to this effect would be appropriate.</i>	38
Pg. 4-110 - <u>Construction Traffic</u> : <i>There is no mention of the construction activities that will be conducted <u>on</u> Sand Point Way relating to water and sewer lines.</i>	39

4.5.3 **Mitigating Measures - Intersections.** *Signalization of the N.E. 95th Street and Sand Point Way N.E. intersection will undoubtedly cause backup of traffic going both south and east. As a result, the individuals attempting to enter onto Sand Point Way or exit from Sand Point Way at any of the side streets between N.E. 95th Street and N.E. 74th Street will have increasing difficulties finding sufficient spacing between moving automobiles to make their entrances and exits. This is especially true at N.E. 75th Street where there is little visibility of the oncoming southbound traffic.*

40

4.8.2 Direct and Indirect Environmental Impacts

Pg. 4-149 -**Law Enforcement - Off Base Area.** *The fact that crime is expected to increase should be considered as significant in itself.*

41

Pg. 4-150, first line. *It would probably be appropriate to indicate where Census Tracts 67 and 105 (where there is temporary transitional housing) is located.*

42

Pg. 4-154, last paragraph. *What are the health care services planned for residents?*

43

VOLUME 2

Appendix G - PROPERTY VALUE STUDY

Pg 8-3 - *It appears that the Navy has already devalued the condominiums located on the west side of Sand Point Way N.E. by designating them a "buffer" for the more expensive residences up the hill. Our condominium homes are just as valuable to those of us who own them as the single residences above us. The Navy may not be aware, but some of these condominiums cost more than some of those single resident homes.*

44

It should be noted that the distance of our condominiums (Sandpiper, 7001, Park Point, and Sand Pointer in particular) from Sand Point Way N.E. can be measured in inches. We will definitely be significantly impacted by car and truck traffic increases.

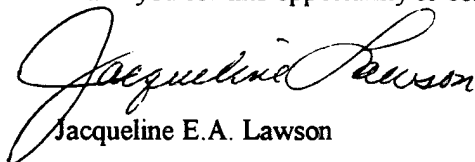
45

Pg 9-8.

9.2.2 **Conclusions - Buffers and Transitional Zoning.** *Here, again, the description of the condominium homes as "buffers" merely emphasizes the fact that our homes will take the blunt of any adverse impact on property values and crime. It appears that we are considered as merely a safety screening area to prevent such problems from adversely affecting the single resident homes. We do not take ourselves for granted.*

46

Thank you for this opportunity to comment on the DEIS.



Jacqueline E.A. Lawson

cc: Jeanette Williams, SPCLC

Response

CG-13 Sandpiper Condominiums Jacqueline Lawson

- CG-13-1 See response L-1-2 regarding the City's Preferred Plan and the alternative analysis conducted in Navy's FEIS.
- CG-13-2 A portion of the options to the City Plan was included in the interim lease. The activities proposed in the interim lease were evaluated in the Environmental Assessment for the Interim Lease of Naval Station Puget Sound, Seattle, released by Navy in June, 1996. Both the Sand Point Community Liaison Committee and the Sand Point Condominium Community (at the Commentor's address) were included on the distribution list for the Environmental Assessment. In addition, Eric Friedli, Sand Point Manager for the City of Seattle, presented the proposal for an interim lease at the Sand Point Community Liaison Committee meeting on April 2, 1996. At the July 5, 1996 Sand Point Community Liaison Committee meeting, Mr. Friedli stated that the lease had been signed. In addition, public notification included (1) a newspaper notification (Seattle Times) of the summary of the FONSI, (2) direct mailing of the full FONSI and EA to interested parties, such as members of the public, regulatory/resource agencies, libraries, elected officials, and others identified during preparation of the Environmental Assessment (EA). The FONSI news notification ran for 3 consecutive days in the "Public Notices" section of the Seattle Times.
- CG-13-3 An environmental assessment (EA) was prepared to evaluate impacts of Navy's proposed action to lease to the City of Seattle (City) for immediate use of approximately 136 acres (55 hectares) of the former Naval Station Sand Point. The acreage included in the City interim lease is the entire base *excluding* approximately 16 acres (6.5 hectares) of property requested by the National Oceanographic and Atmospheric Administration (NOAA) and the Biological Resources Division of the U.S. Geological Survey.
- CG-13-4 See response L-1-6 for a list of the most recent amendments to the City's Reuse Plan.
- CG-13-5 For purposes of the analysis presented compatibility is defined based on the type of use, i.e., residential. Residential is not analyzed in terms of economics. The comment expresses concern about how the proposed low income housing under the City Plan and options is compatible with existing higher income housing. The EIS evaluates several concerns related to low income housing, specifically property values and crime. These analyses do not indicate any significant compatibility impacts that cannot be mitigated

between the existing higher income housing and the proposed low income housing. A number of mitigating measures are outlined in the crime and law enforcement and the Socioeconomics sections to ensure this compatibility.

- CG-13-6** Add the following to the Summary Section, Summary of Environmental Impacts, Land Use (3rd paragraph, 4th sentence on page ix):

...is single family residential with some interspersed multi-family ...

- CG-13-7** This sentence refers to the overall use of the site which does allow for increased educational uses.

- CG-13-8** The study area is shown in Figure 4-7 (page 4-54). For clarification purposes, the following change has been made in the Summary Section, Summary of Environmental Impacts, Socioeconomics (2nd paragraph on page xi):

...There would be ~~minimal~~ no significant impacts on jobs and property values and no significant impacts on social services, although there could be an approximately 2 to 6 percent decrease in nearby property values, depending on the design of the buildings proposed under full buildout. The greatest impact to nearby property values are to those properties within 300 feet of the proposed building.

- CG-13-9** The following sentence has been added to the Summary Section, Summary of Environmental Impacts, Transportation (4th paragraph on page xii):

The maximum allowed V/C ratio varies from 1.0 to 1.20 depending on the routes analyzed.

- CG-13-10** Mitigating measures for noise impacts from the reuse activities are discussed in the Summary Section, Summary of Environmental Impacts, Noise (page xiii).

- CG-13-11** The increase in crime on site is due solely to the increased numbers of people using the site. Since there will be no increase in people in adjacent areas as a result of the reuse alternatives, this factor is not anticipated to cause an increase in crime in the adjacent areas.

Proposed medical facilities are discussed in Section 4.8, Emergency Medical and Medical Services (page 4-149). Possible crime prevention activities are discussed in Section 4.8.3 Mitigating Measures, Law Enforcement (page 4-151).

CG-13-12 Demolition and construction would create some temporary air quality impacts as stated in the DEIS. The following has been added to the Summary Section, Summary of Environmental Impacts, Air Quality (2nd paragraph on page xvi).

...These impacts could be short-term, temporary, and intermittent. The Puget Sound Air Pollution Control Agency (PSAPCA) regulates particulate matter and asbestos emissions from demolition and construction activities. These regulations are designed to ensure compliance with air quality standards. Because the reuse alternatives must comply with PSAPCA regulations, no significant impacts are anticipated. The No-action Alternative would not result in air emissions as no demolition or construction is proposed...

The following has been added to Section 4.12.2, Construction and Demolition (4th paragraph on page 4-183).

...Most of this temporary impact will occur at the construction and demolition sites and will consist of particulate matter generated from movement of soil and the entrainment of dust by wind, vehicles, and demolition activities. PSAPCA regulates particulate matter and asbestos emissions from demolition and construction activities. These regulations are designed to ensure compliance with air quality standards. Because the reuse alternatives must comply with PSAPCA regulations, no significant impacts are anticipated. Normal exhaust emissions...

CG-13-13 The DEIS analyzes the City Plan approved in 1993. It also analyzes the Options to the City Plan approved in 1996. The DEIS analyzes the impacts of the City Plan with and without the options. The scoping process is therefore valid. Sec. 1501.7 (c) NEPA.

CG-13-14 The sponsoring federal agency must agree that the use qualifies for the public benefit discount or waiver. This EIS document applies only to property transfer and not to any zoning redesignations being done by the City of Seattle.

CG-13-15 NEPA regulations, specifically Section 1506.6 (b), specify the public notification requirements. Navy followed these requirements in notifying the neighborhood of the EIS. In addition, the EIS process received widespread local and national media coverage.

CG-13-16 The comment has been noted.

- CG-13-17** The EIS considers the options to the City Plan as a subset of the City Plan alternative since it encompasses largely the same uses and activities. The options is not a substantially different alternative. It would not result in substantially different impacts, nor is it an alternative that would "avoid or minimize adverse impacts or enhance the quality of the human environment" as required by the NEPA regulations Section 1502.1.
- CG-13-18** The comment regarding the removal of fencing has been acknowledged.
- CG-13-19** The comment regarding zoning has been acknowledged.
- CG-13-20** The comment has been noted.
- CG-13-21** The comment has been noted.
- CG-13-22** Section 4.1.1, Affected Environment (Existing Conditions), subhead Uses in Adjacent Neighborhood, subhead Neighborhood Institutional and Administrative Uses (paragraph 3 on page 4-16) has been amended as follows:
- The Federal Archives are located on the west side of Sand Point Way N.E., south of the base. ~~The primary activity is information storage and could be considered warehouse use.~~ In addition to the storage of information, this facility is used for on-site research.
- CG-13-23** The EIS does consider the film studio as commercial. Changes in commercial *building* use are described in Section 4.1 and detailed in Tables 4-3 (page 4-8) and 4-8 (page 4-21). The sentence the commentor refers to in Section 4.1.2, Preferred Alternative, City Plan (1993), (page 4-16) has been clarified as follows:
- In general, potential changes in land use if the City Plan is implemented primarily result from a substantial increase in recreation and educational land uses and a decrease in commercial and administrative land uses.
- CG-13-24** See response CG-9-9.
- CG-13-25** This section is evaluating the actual proposed use without the socioeconomic factor.

CG-13-26 The following has been added to the Section 4.1 Affected Environment, Land and Building Uses at Sand Point (3rd paragraph on page 4-6).

The EIS indicates land uses for relatively large segments of land on the property. Within a given land use area (such as residential), there may be a relatively smaller amount of different building uses (such as commercial) included. The EIS analyzes both building and land use changes as a result of the alternatives.

CG-13-27 The designation of Building 5 as education or community services is based on the adopted 1993 City Plan.

CG-13-28 The EIS does not consider that the City Plan will result in incompatible land use changes in relation to green and scenic areas because the City Plan will result in a significant expansion of Magnuson Park.

Socioeconomic differences between the current and projected residents are described and acknowledged in the EIS. It should also be kept in mind that the residents on Sand Point Naval Station when it was in operation were also transient since they were military personnel and families. The Social Equity goal described in the Seattle Comprehensive Plan Vision Resolution (Summary Section/Summary of Environmental Impacts/Land Use-pages viii and ix of the DEIS) does not indicate an incompatibility between transitional housing and permanent homes. The Seattle Comprehensive Plan includes policies and goals such as H14, "Encourage greater ethnic and economic integration of neighborhoods in the City." and G5, "Disperse housing opportunities for low-income households throughout the City and throughout King County." Therefore, the EIS does not declare that the inclusion of transitional housing in the City Plan will result in an incompatible change.

CG-13-29 Change Section 4.2.1, Historic Context (paragraph 2 on page 4-43) to read as follows:

From that time forward Naval Station Puget Sound, Sand Point (formerly known as Sand Point Naval Station—late 1930s and 1940s) became a significant part of the Pacific Northwest aviation history. Most of the buildings on Naval Station Puget Sound, Sand Point were constructed between 1935 and 1945.

CG-13-30 The following has been added to Section 4.3.2, Housing, City Plan (1993) (4th paragraph on page 4-66):

This housing will result in a slight reduction in the median rent and median income in the Socioeconomic Study Area.

CG-13-31 It is a typical statement that homes located on arterials are generally less desirable in the real estate market. This statement does not state that the additional traffic will create a greater impact. The impact already exists.

CG-13-32 See Response I-16-1.

CG-13-33 Section 4.3.2, Economy, City Plan (last paragraph on page 4-67) states that jobs are to be relocated from other areas of Seattle. This statement infers that little new employment is anticipated in the City as a result of this proposal.

CG-13-34 See response CG-13-31.

The second sentence of Section 4.3.2, Economy, Options to the City Plan (4th paragraph on page 4-68) states that "the increased use... would...to have little impact" For purposes of EIS analysis, environmental issues are evaluated to measure if they will have an *impact*. It is possible and generally probable that any change will create some effect, however, despite the effect, there are not always impacts.

No longer applies as the high school will not be locating on the site.

CG-13-35 See response CG-13-11.

CG-13-36 As stated above (CG-13-34), it is not anticipated that impacts will occur.

CG-13-37 See response CG-9-17.

CG-13-38 Additional verbiage was added in Section 4.5.1, Parking (paragraph 1 on page 4-95) as follows:

This curb parking is often used by residents and visitors to the adjacent condominiums and apartments, however it is designated for public parking.

CG-13-39 There will be construction for utility connections on Sand Point Way. Section 4.5.2 subheading Construction Traffic (page 4-105) has been amended as follows:

"No construction will occur under the No-action Alternative. The impact of construction traffic from either reuse plan is not expected to be significant

since most construction activities would occur on site, rather than on off-site roadways. There will be some construction activity occurring in Sand Point Way and on the 65th Street entrance to Magnuson Park primarily during May and June of 1997 for the utility upgrades planned by the City. This construction will involve utility connections and will occur in one to three day periods. Significant new construction..."

CG-13-40 See response L-1-32.

CG-13-41 It is assumed that the commentor is referring to the increase in crime in the on-base area. As stated in the DEIS it is anticipated that crime could increase due to the increase in people in the area. Mitigating measures have been provided to reduce crime to a level of insignificance. With the application of mitigation measures the impact from crime is reduced to a level of insignificance.

CG-13-42 The following amendment to Section 4.8.2 (page 4-144), Law Enforcement, Off-base Area has been made:

"Crime rates around two temporary transitional housing programs in Census Tracts 67 and 105 have actually fallen over the past few years after establishment of the housing programs. (Census Tract 67 is located just west of the southern half of Lake Union and Census Tract 105 is located just west of the center of West Seattle.)

CG-13-43 See response CG-13-11.

CG-13-44 Navy has not devalued the condominiums. The Property Value Study states that the condominiums provide a buffer to the single family homes further to the west. However, it also acknowledges that there may be some impact on property values of condominiums and homes east of the Burke-Gilman Trail due to the traffic from the Muckleshoot Plan. In general, the City Plan will not result in a diminution of value.

CG-13-45 The Property Value Study concludes that the Muckleshoot Plan could result in a diminution of property values of properties near Sand Point Way due to traffic increases. However, since the City Plan would result in less traffic than the Muckleshoot Plan (less than half of the increase from the Muckleshoot Plan), no reduction in property values is expected.

CG-13-46 The comment has been noted.

COMMENT FORM

1-1

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1990
Eckstein Middle School, Seattle, WA

Your Name MRS. Reuben Borkgren

Your Address 6333 NE 61st Seattle 98115

Comments Enclosed are some articles related to the questionable ability of HUD to monitor housing and yet the US Navy is putting the pristine property of Sand Point Base into the hands of the city's Homeless Coalition with appropriations from HUD - This can result in a scandal equal to the one now being investigated by the Seattle Times and the Indian Reservations - Please do not give the property to the city of Seattle - the mayor wants a position with HUD in Washington D.C. & is apparently using you to attain that. We want something similar to Ft. Mason where the officers quarters were made into Red + Breakfast and the Bldg 9 after the High School was under the 10% lease could be made into a wonderful conference center. Save us from the city

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

officials
they are not
capable to be
charge of this
wonderful property

SAND POINT MEMO

I-1 ATTACHMENT

To: Fellow writers
Re: Letters to the Editor

It's important that we combat the negative publicity that we sometimes receive in the two main newspapers, the P-I and Seattle Times. I've listed the Letter to the Editor requirements and relevant addresses and fax numbers for both papers. When you read editorials that demand a response because of their outrageousness or sympathetic view, please write. Keep in mind that we are trying to dispel the notion of NIMBY-ism and want to broaden our message. The newspapers will only print letters to the editor if they have received a sufficient number on any one topic.

On the reverse side is a copy of the article by Jeanette Williams. There are a number of themes which come out of this article and which are excellent departure points. Some suggestions are listed below.

1. Lack of vision of the big picture and legacy for our children as they inherit Seattle.
2. Historic opportunity for waterfront park and community center to be used by the entire city - not special interest groups.
3. Giveaway of one of the last waterfront opportunities for a park of regional significance.
4. Lack of trust in our city government. City Council uninformed (didn't know about 1994 Base Closure Act); loss of system of checks and balance between Mayor's office and City Council.
5. When was public at large informed about 1994 Base Closures Act?

Each of us have a different perspective on Sand Point. We can each write letters that address some common themes (park, lack of process) and yet they will still be our own.

Seattle Times - approx 400 words Fax: 382-6760

Mailing Address: Seattle Times Letters to the Editor
P.O. Box 70
Seattle, WA 98111

P-I - up to 300 words Fax: 448-8184

Mailing Address: P-I Letters to the Editor
P.O. Box 1909
Seattle, WA 98111

Questions? Call 525-8911

NOTE.

Attach memo to Borkman dir

and Point: All interests ould be heard

By JEANETTE WILLIAMS

Who are the "good guys," and who are the "bad guys" in the debate over Sand Point? The editorial, in the spirit of fair play, tells hearing examiner to go through the lions of the environmental impact statement appeal, then rule in the city's favor. In an editorial piece of Nov. 12, David Stires calls makers from the community a "vociferous minority" of NIMBY-ites. How did we ever get to this point? Who is right and who is wrong? Let's step back and take a look.

■ 1974 — A 65 percent favorable citywide vote created Magnuson Park. Always anticipated was the eventual consolidation with Sand Point to complete the park.

■ 1991 — Base closed and the Sand Point Community Liaison Committee, at the mayor's request, developed a community preferred plan. It contained a proposal for the Magnuson Center for Arts and Community Activities and a foundation to relieve the financial burden on the city. It also contained provisions for 200 units of transitional housing, primarily for homeless families. The city added units of low-income housing.

■ 1993 — The community plan, amended by the Planning Department, was adopted by City Council. A major change was creating an education zone using two-thirds of the community activities area proposed by the community.

■ 1994-1996 — Plan development. Within an education zone, the city located a fire-training center, proposed commercial building for the movie production center and building 5 with its 450,000 square feet of floor space. All but a small portion of Building 5 would be used by Sharehouse, the Salvation Army and the University of Washington, locally for warehousing and storage.

Community uses reduced to the Sailing Center, Pottery Northwest and the community arts centers. No space is available for our teen program, "Teen Connection," a program put together by students from Roosevelt High School.

The infrastructure must be upgraded. Owners of buildings are expected to pay all costs including their space up to code. They will be asked to pay a portion of the \$10.3 million infrastructure upgrade cost. Several community non-profit groups may not be able to pay that added amount, and therefore will have a program at Sand Point. Charging costs to community groups is a major change in city policy.

■ February 1996 — We first learn of the Seattle Public Schools' interest in using Building 9, the barracks, for Ballard High School students. Reaction is immediate. The Homeless Coalition states, as they no longer are able to use the barracks for housing (90,000 square feet remains vacant), their alternative is new construction, part of which will be on park land.

The Homeless Coalition and the city are close partners. First, under the auspices of the Fremont Public Association, the coalition is now under contract with the city. It is managed by a board of social service agency directors and/or their paid staff. The city also contributes in other ways, such as paying the coalition's share of infrastructure costs.

There is a growing awareness within the neighboring communities that the homeless Phase 1 project under way is different from the "Primarily for Homeless Families" agreed-to formula. Rather, the city has redefined homeless to "homeless and low-income individuals and families." The phase 1 program now consists of 26 housing units for families and 72 singles from a variety of programs. They include three group homes for youths at risk, and teen mothers, 10 recovering patients from the Community Psychiatric Clinic, 10 from the Indian Center and 30 Conservation Corps individuals.

Belatedly we learned the city was acquiring the property under the newer 1994 Base Closure Act, rather than the McKinney Act as we were led to believe. The 1994 Act allows for options for housing to be considered, and directs the Department of Housing and Urban Development to "be receptive to the predominant views on the plan of the communities in the vicinity of the installation." That was never done. The City Council was never made aware of the full implications of the change.

The community asked for time to consider the options and was told, "It is too late." Further, Mayor Norm Rice stated that we were changing the rules and jeopardizing the project. We have been told that same line for more than four years.

Those are issues raised at the explosive Sept. 25 hearing. Housing was but one of many. Even that centered on the change of programming, plus the withholding of information. It is not a NIMBY issue as some people are promoting. It is the manner in which the city has proceeded that has left us feeling that the city is hostile to our community, and not concerned with its interests.

It is not a NIMBY issue, as some say.

It is the manner in which the city has proceeded that has left us feeling that the city is hostile to our community.

I liken trying to work within the Sand Point project to playing a game of Crazy Baseball. You get into position to catch the ball, only to find the bases have been moved.

I urge you step back and consider the big picture for Sand Point. Think about your own neighborhood and how it would feel having a project that changes constantly ready to be forced upon you, with little opportunity to respond. Think about what also is getting lost in this divisive debate; the magnificent Magnuson Center for the Arts and Community activities that would forever serve this region.

Help us in our community to work for fair, open and evenhanded solutions that will benefit all of Seattle, not just certain interest groups or certain institutions.

■ Jeanette Williams is chairwoman of the Sand Point Community Liaison Committee and a former member of the Seattle City Council.

Individual

Response

I-1 Mrs. Rube Borkgren

I-1-1 This comment is directed toward the components of the proposed plan rather than the EIS, therefore no response is necessary.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1991
Eckstein Middle School, Seattle, WA

I-2

Your Name VIVIAN BORGREN

Your Address 6333 NE 61 Seattle, wa 98115

Comments

Because ~~that~~ HUD is now

→ "in the mud" as far as

public trust is concerned,

it would be better to

Have the Navy maintain

the property until a

more Responsible agency

can be involved.

Why not invite the National

Park Service to take over

the property and make

the whole area a Park

which is what the citizens

want - why are you letting

the city officials use this

Land for their Political

advantage? Thankyou.

Recent
adverse
Publications
about
this
Corruption

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris

Engineering Field Activity Northwest

Naval Facilities Engineering Command

19917-7th Ave. N.E.

Poulsbo, WA 98370-7570

Fax: 360-396-0854

Let's make it

a PARK, please or hold it until that
becomes possible -

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2,
Eckstein Middle School, Seattle, WA

1-3

Your Name	Mrs. Vivian Borkgren
Your Address	6333 N.E. 61 ST.
Comments	Seattle, Wa 98115
Dear Mr. Morris,	
I attended the Navy hearing regarding the Draft EIS statement.	
On the same day, a front page article came out in the Seattle Times regarding the scandalous management of HUD money by that organization in relationship to Indian Tribal Housing.	
(the Seattle Times Dec 2, 1996)	
Is this the same organization you are preparing to allow the City of the Mayor and City Council make plans on the reuse of site	
This portion of letter was destroyed in mail	
this new good as well as all of Sea	
smaller population of Homeless, mentally disadvantaged and teen age rehabilitees, as needy as that limited portion of the total population is. We want them to be taken care of and there are many alternate sites in our area that could be acquired. But please, do not let the Navy's good name be recorded in history as participant to have allowed a potentially splendid piece of property be destroyed and disfigured for the next ten years or longer by a short sighted, politically motivated City government.	

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Thank you,

Mrs. Vivian Borkgren
And Evergreen Comm
Association 12/3/96

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

1-4

Your Name

Vivian Borkgren

Your Address

6333 N.E. 61 St.
Seattle, WA 98115

Comments

It is hard for the residents of this large section of Seattle to believe that the U.S. Navy would turn over a pristine piece of land such as the Sand Point Base to a triad of questionable, incompetent agencies, HUD, The City of Seattle Government and possible Indian tribe, all of which have very recently been questioned on inadequate supervisory practices. The City has made plans and put them in place before there has been adequate community review, and respond to the Homeles Coalition on

The Navy HAS A RESPONSIBILITY TO SEE THAT THIS PRIME PROPERTY IS USED FOR THE BROADER GOOD OF THE COMMUNITY AND THE PLAYERS WHO SHOULD REPRESENT THAT, CANNOT BE TRUSTED AS EVIDENCED BY PAST DECEITFUL ACTIONS ^{imposed on} WITH THE CITIZENS OF THE REPRESENTATIVE Liason Committee. We ask you to hold off any allocation of properties for the present and at least to allow only use of the present buildings. No new construction, period. Social scientists are not recommending group housing over 50 units, and demanding participant contributions to finances, yet

the city of Seattle does not recognize this.

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

*Thank you
for considering this
Vivian Borkgren*

Response

I-2 to I-4 Vivian Borkgren

This comment is directed toward the components of the proposed plan rather than the EIS, therefore no response is necessary.

**Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA**

1-5

Your Name MARCIA & R.A. BROWN

Your Address 7528-5TH PL NE Sea 98115

Comments Please send
Naval EIS Report.
Thanks

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Mailed
12-9-96

Response

I-5 Marcia and R.A. Brown

I-5-1 The person commenting requested a copy of the EIS. The document was mailed on 12/9/96.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-6

Your Name

MEG. CARRICO

Your Address

6803 49TH AVE NE

Comments

SEATTLE, WA 98115

REQUEST COPY OF DEIS

BY NAVY

mailed
12/9/96

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-6 **Meg Carrico**

I-6-1 The person commenting requested a copy of the EIS. The document was mailed on 12/9/96.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1990
Eckstein Middle School, Seattle, WA

1-7

Dec. 3, 1990

Your Name	Sonia Childers	6343 N.E. 61st., Seattle 98115
Your Address	6 343 N.E. 61 St., Seattle, Wa, 98115	
Comments		
Recent articles regarding the inappropriate handling of		
public monies by HUD are causing serious concern in this		
community as it will relate to the operations planned by		
the City of Seattle for the proposed transient Housing plans.		
We can understand the anxiety of the U.S. Navy to unload		
surplus properties but there is also a responsibility to		
the retired military and residents in the surrounding community.		
We have lost faith in Seattle city government, particularly		
the Mayor and Council because of the deceitful manner in		
which they have "railroaded" their interest which we suspect		
is for the political advantage of both. We ask you therefore		
to keep the land under the present inactive status until such		
time that we can vote in a more responsible government and		
sieze this once in a life time opportunity to make a wonderful		
park of the whole space, for the good of all of Seattle, not		
just one segment of the population where their urgent needs		
can be met in housing elsewhere and in a more economical manner		

Hand your comments in at tonight's meeting or mail comments on this proposed plan to.

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-7 Sonia Childers

I-7-1 This comment is directed toward the components of the proposed plan rather than the EIS; therefore, no response is necessary.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

1-8

Your Name MARY ANNE FLECK

Your Address 6502 N.E 61ST ST Seattle 98115

Comments

Please send documents including
appendices

1

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Mailed
VOL 1 only
12/9/96

Response

I-8 Mary Anne Fleck

I-8-1 The person commenting requested a copy of the EIS. The document was mailed on 12/9/96.

Mary Anne Fleck
6502 N.E. 61st Street
Seattle, Washington 98115
(206) 526-0596

January 16, 1997

Commanding Officer
(Attn.: Kimberly Kler, Code 232 KK)
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917 7th Ave. N.E.
Poulsbo, WA 98370-7570

To the Commanding Officer:

I have completed reading the Draft Environmental Impact Statement Reuse of Puget Sound Sand Point, Seattle, Washington and wish to complement you on its readability and clarity. Having read many other such documents this one is a model of good writing and accessibility.

I have attended Sand Point Community Liaison Committee Meetings for four years as a newspaper reporter and for the last year as a member of the Committee representing the Edge O'Town community, just south of the base on N.E. 61st St. I am on the planning Committee for the proposed Senior Activity Center in Building 406, the Brig.

My neighborhood is particularly concerned about the change in use for the two parcels south of N.E. 65th St. Originally they were designated for University of Washington married student housing use. Now, according to recent maps, the east section is included in land for city housing purposes. Our community would accept additional student housing but opposes transitional homeless housing south of N.E. 65th St.

We are not satisfied with the traffic studies the Navy conducted. They should have been more complete and covered a wider area in this North-east sector.

The use of Building 9 by the Seattle School District as a two-year interim site for Ballard High School is not acceptable. We fear traffic, noise and security impacts on our neighborhood. I feel your study minimizes those

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impacts.

The School District's representative has said at SPCLC board meetings that he cannot promise what Building 9 will be used for when Ballard High School moves back to its new building. North Seattle Community College has waffled in its statement of intentions for use of Building 9.

My neighborhood supports the long-standing SPCLC position of "no new construction" on the site. The Housing Authority maps indicate new construction at several unacceptable locations.

It is not clear what is meant by "retail services" as part of the proposed plan. Would this mean a Safeway store, video rental shop or Denny's? We do not see those types of commercial uses as needed or wanted. We wish for as much open recreational and park space as possible.

We look forward anxiously to a final decision by the Navy on the city's use plan and its options. It has been a long wait for members of the community hoping for a more immediate resolution of the situation.

Sincerely,

Mary Anne Fleck

Mary Anne Fleck

Response

I-9 **Mary Anne Fleck**

I-9-1 The comment has been noted

I-9-2 The traffic information provided in Volume 1 of this FEIS has been updated to reflect the City's recent analysis.

I-9-3 Ballard High School is no longer being considered as an option. All references to Ballard High School High School have been removed. See General Errata, Chapter 2.0 for further details.

I-9-4 See response I-9-3, above.

I-9-5 The comment has been noted

I-9-6 As of this time, no specific retail uses have been specified. Any uses would be required to comply with the City's Physical Development Plan and Zoning.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-10

Your Name	Arden W. Forney
Your Address	4916 Purdue Ave NE Seattle WA 98105
Comments	<p>update the plan consistent with current city planning</p> <ul style="list-style-type: none"> • location of bldg 2 + 67 • boundary of housing zone • location of P-Palace • city's statement of 300 units of housing • location of state historical district <p>2. Address city variances and zoning</p> <p>3. Insist on consistency of City Housing Plan with community: require clear process before issuance of final EIS from the Navy to insure City compliance</p> <p>4. Require clarification of City/AVD dealings</p> <p>5. Require City to resolve ^{openly all} differences with the Community/AVD Committee Plan as part of due process</p> <p>6. Clarify status of the Michaelson application.</p>

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Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-10 Arden Forrey

I-10-1 See Response L-1-9.

I-10-2 Zoning issues including any needed variances are addressed in the City of Seattle EIS on the Sand Point Reuse Project. See response L-1-1. Zoning issues are irrelevant to this EIS.

I-10-3 The comment addresses the process the City is using in developing its reuse project and does not apply to the information presented in Navy's EIS.

I-10-4 The comment requests clarification of the changes in the City's proposal for the housing projects. The EIS analyzes the housing projects included in the adopted City Reuse Plan and the options the City requested to be analyzed. See L-1-6.

I-10-5 The Community Liaison Committee Plan was submitted to the City Council in May 1993. The City Council adopted a modified version of this plan as the City Reuse Plan. Subsequent changes and clarifications to the City Plan are addressed in response L-1-6.

I-10-6 There is no formal clarification of the current status of the Muckleshoot Plan. It is assumed that the Plan remains as is stated in the DEIS. The Muckleshoot Plan, as originally submitted, is described in the Summary, Proposed Action (page viii). Although there have been talks between the City of Seattle and the Muckleshoot Indian Tribe to come to an agreement on their plans, Navy has not received a formal request from the Tribe to withdraw or change its plan.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-11

Your Name	Mrs James T Hanna
Your Address	6704 Kirkpoint Way NE
Comments	See 4/ 98/15
<p>Pls mail me a copy of what the Civilian Employee I did not get his name. Talk to open meeting. He followed the man in the navy uniform - whose name was not clear. Your "mikes" were not sufficient.</p> <p>It was stated - in the past when you said documents would be mailed upon request. This has not been done.</p> <p>So, pls - since I could not hear talk - pls do mail me a copy of what you said in your talk.</p> <p>Mrs. Hanna</p>	

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

mailed
script
12/9/96

Response

I-11 Mrs. James Hanna

I-11-1 The commentor requested a copy of the Public Hearing Script. The document was mailed on 12/9/96.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1991
Eckstein Middle School, Seattle, WA

I-12

Your Name	Robert Kuper
Your Address	7733 58 Ave NE 98115
Comments	<p>The SandPoint community DETESTS the so-called City Plan. We are justifiably terrified of the crime associated with homeless people, plus thousands of high school students. The city "analysis" of the plan, and the Navy EPA analysis, is a fraud perpetrated to streamroll the neighborhood into subservience. It is not at all what proper focus with the first report on SandPoint Park area.</p> <p>We'll fight you in court, since that appears to be the only forum we're likely to get any hearing in.</p>

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Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-12 Robert Kuper

- I-12-1 Residents of the Sand Point housing services will be required to adhere to program rules including strict enforcement of all drug and alcohol laws. In addition, all residents must agree to follow a site-wide code of conduct, which is to be determined with input from residents and members of the surrounding community. Because families with children will comprise the largest proportion of residents at Sand Point, the standard of behavior expected of all residents will be one that is appropriate for a family neighborhood. Violation of established rules will result in termination from the program.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-13

Your Name *Bernadette Laqueur*

Your Address *6015 NE Windermere Rd Seattle 98105*

Comments *Please be aware that there were 2 other
major public hearings going on this
evening all of which deal with the same
neighborhoods being impacted. Also, please
grant the request for an extension for written
comments.*

1

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-13 Bernadette Laqueur

I-13-1 The comment has been noted. The DEIS comment period was extended until January 17, 1997.

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-14

Your Name	Earl T. McCarthy
Your Address	6544 Parkpoint Ln NE
Comments	Seattle, WA 98115-7810
Require copy of opening statement	
Send URS Business also	

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Mailed
12-9-96

Response

I-14 **Earl T. McCarthy**

I-14-1 The person commenting requested a copy of the Opening Statement. The document was mailed on 12/9/96.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-15

Your Name

William C. Morse Sr

Your Address

5402 NE Penick Rd Seattle

Comments

How long will the steel fence
that borders the base stay
in place? It makes us all
feel a little safer.
I would like to have the
whole area turned
over to the neighborhood &
what commercial activities
are contemplated

1

2

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-15 William Morse Sr.

I-15-1 It is unknown at this time how long the steel fence will remain in place.

I-15-2 The comment has been noted.

COMMENT FORM

I-16

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

12-4-96

Your Name Tarice Noonan
Your Address 8005 Sand Point Way NE #A36 Seattle 98115
Comments Phone # (206) 523-6845

Dear Mr. Morris:

Here is a short list of a few of my concerns regarding the new usage of the former Sand Point Naval Airstation

1. I would like to see one of the city plans being implemented. However, I would like more families being allowed to live here. My concern with allowing single men to live here is if they've been convicted felons etc. I'm very concerned for the safety and well-being of women and children.

2. If Ballard High School does take over Bldg. 9 (or another Bldg. here) that there be ample parking for those students who have after school jobs. They should have to purchase stickers (parking) each quarter of the school year & the area should have excellent security guard supervision. (See North Seattle Community College's campus)

3. I do not want the Indian Tribe here. I hope the city will keep lots of public park space, put in some nice recreational buildings & maintain a certain amount of natural & architectural beauty in the area.

Thanks for your help in this. Tarice Noonan

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Cand meeting
on Dec. 2nd

Response

I-16 Janice Noonan

- I-16-1** The proposed transitional housing will be primarily comprised of families with children. In addition to the transitional housing, there is a provision for group housing. The group housing will consist of young men and women between 16 and 21 who are homeless. Prior to being included in the program, these young men and women will be carefully screened to determine that they are (1) able to live in a group setting (2) have no history of violence or sexually aggressive behavior; and (3) can demonstrate that they can adhere to strict enforcement of rules forbidding drug and alcohol use.
- I-16-2** Ballard High School is no longer considered as an option. All references to Ballard High School have been removed. See General Errata, Chapter 2.0 for further details.
- I-16-3** The comment has been noted.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-17

Your Name

August + Ratha Reinhardt

Your Address

6100 NE 60th St

Comments

We urge the Navy + the
city to give us at least another
45 days on the Environmental Plan.

1

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-17 August and Ratha Reinhardt

I-17-1 Based on numerous requests, the DEIS comment period was extended to January 17, 1997.

**Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA**

Your Name

Your Address

Comments

1

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

mailed
12-9/96

Response

I-18 James P. apRoberts

I-18-1 The person commenting requested a copy of the EIS. The document was mailed on 12/9/96.

JAMES P. apROBERTS & ASSOCIATES

Construction Consultants

January 17, 1997

Commanding Officer

(Attn: Kim Kler, Code 232 KK)

Engineering Field Activity Northwest

Naval Facilities Engineering Command

19917 7th Avenue Northwest

Paulsbo, WA 98370-7570

RE: Draft Environmental Impact Statement (DEIS) on Reuse of
Naval Station Puget Sound (Sand Point). Summary of
Citizen's Review and proposal for rational DEIS

To whom it may concern:

After carefully reviewing Volumes 1 and 2 of this DEIS I propose that in fairness to all parties, the present DEIS be re-written to present the actual facts about the 'preferred' City Plan and to develop a document compelling the City to make use of Sand Point in a manner which will reflect credit on its usage by the Navy as well as serving the needs of the entire city rather than a few persons who presently have not stated their real plans for their usage of this property.

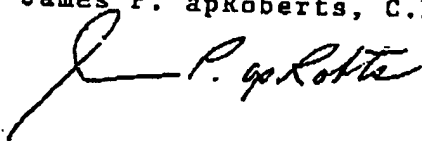
I say this because (1) many of the comments made in the Navy DEIS were evidently 'lifted' from the City's EIS. This reflects a lack of independent thought and also reliance on bureaucrats whose final plans for their use of Sand Point have never been fully divulged. (Note how the City speaks only of 'Phasel' Development ?) For example consider the recent ploy to move Ballard High into Building 9 (After Building 9 has been modified to ultimately become the New School District Headquarters - and low income housing for large families will have to be built on the grounds since Building 9 can't be used for housing any more.

The city's platitudes about community services and the needs of seniors have been disproven by the fact that unlike the minimal costs charged at other public facilities, other users of the Sand Point facilities have been advised that they must pay sizeable amounts for their limited usages.

It is also evident that in contrast to the Sand Point Advisory Board (on which I served) which obtained local cooperation and advice, a hand picked group of individuals was given a task with directions to produce a document of dubious value.

In closing, if you are seriously interested in more specifics I will be pleased to elaborate.

James P. apRoberts, C.P.E. Ret.



Response

I-19 James P. apRoberts

I-19-1 The comment has been noted.

I-19-2 See response L-1-1 and L-1-9 for further details regarding the City's plan.

I-19-3 The comment has been noted.

December 06 , 1996

Commanding Officer
(Attn: Don Morris , Code 232 DM)
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19317 7 th Avenue Northeast
Foulsbo WA 98370 - 7570

RE: Draft EIS - 11/08/96

Dear Mr. Morris :

As a resident living in one of the many multi-family housing buildings fronting on Sand Point Way N.E. , I wish to take exception to your minimizing of the effects on transportation in your EIS :

1. Appendix B-3 , Transportation : No mention or consideration is given to the impact on access to "Inverness" , "Fairway Estates" , "View Ridge Pool & Tennis" , "Seventy -01" , "Sandpiper A" , et al Northbound traffic for all of these developments require a generous turn lane both for access to them and access to Sand Point Way from them !

2. Regarding the EIS statement , ".....would increase transit ridership . This impact is not expected to be significant " , does not recognize that the present transit vehicles back up and delay through traffic to a considerable extent . (north of NOAA the road is only one lane each way).

3. Likewise , " parking and construction traffic is not anticipated to create an impact " does not recognize that parking along Sand Point Way is already impacted without construction parking and traffic !

4. Regarding the City Alternate of Ballard High School with buses faculty and staff , and student drivers (100 + or -) an unduly optimistic view is taken .

5. The premise that " special events should (would ?) be limited to non-peak traffic times .." is an unrealistic expectation .

Please revise the EIS to recognize the above concerns so we may have the type of development that will be an asset to the community not a liability !

Sincerely yours ,

Harold K. Roe

Harold K. Roe , 8003 Sand Point Way NE , Seattle 98115 , 524 - 2751

cc: City of Seattle

Response

I-20 Harold K. Roe

- I-20-1** Access from the local streets to Sand Point Way was not analyzed in the EIS because the majority of the traffic and therefore, the majority of the impacts are on the main arterials. The scope of analysis in an EIS is designed to analyze probable significant impacts. Probable significant impacts for this project are only likely on the major arterials. Eight intersections were analyzed in the DEIS and the only one showing significant impacts was N.E. 95th and Sand Point Way. Two additional intersections were analyzed and included in the FEIS.
- I-20-2** Increased transit use results in less impact to vehicle traffic because those taking busses would otherwise be in cars. Therefore, increased transit use is actually a beneficial impact to traffic.
- I-20-3** Parking and construction traffic are addressed in Section 4.5.2, Parking and Construction Traffic (page 4-105).
- I-20-4** Ballard High School is no longer considered as an option. All references to Ballard High School have been removed. See General Errata, Chapter 2.0 for further details.
- I-20-5** Limiting special events to times that would not impact peak traffic is listed as a possible mitigating measure along with a traffic plan to manage event traffic.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

I-21

Your Name HAROLD D. ROSENBAUM

Your Address 6539 47th Ave NE Seattle 98115

Comments I fully support our community committee under Jeanette Williams! We supported transitional housing for single parent families - mother being the parent - NOT low income housing which suddenly popped on us as a sort of requirement! This kind of thing, without prior discussion with the mayor-requested advisory committee can only give rise to cynicism & paranoia & the ugliest comments

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-21 Harold D. Rosenbaum

I-21-1 The comment has been noted.

**Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 19
Eckstein Middle School, Seattle, WA**

Your Name

Your Address

Comments

Response

I-22 Gordon Sako

I-22-1 The person commenting requested a copy of the EIS. The document was mailed on 12/9/96.

COMMENT FORM

Naval Station Puget Sound, Sand Point ♦ Public Hearing December 2, 1996
Eckstein Middle School, Seattle, WA

Your Name	Fred Schubert
Your Address	5809 N.E. 57 th St, Seattle, WA 98105
Comments	<p>The naval captain, ^{What}, seemed like a nice guy when I spoke to him, briefly, just before the meeting. Why isn't he giving the presentation instead of the civilian employee?</p> <p>The presentation is a joke. It is just showing ^{what is} in the printed handout, and ^{simply} ^{off} ^{repeating} what is on the slide. The page "Summary of Impacts..." is shallow, incomplete, and ^{arguably} ^{and} ^{silly} (obviously filled circles).</p> <p>Does this guy really think that the ^{negative environmental impact} City Plan or Muckleshoot plan will be mitigated? (fill circles, in the mitigation column) How mitigated, specifically, at what cost?</p> <p>What about crime? drug use? alcoholism?</p> <p>What about traffic? (200 Ballard H.S. students with cars?)</p> <p>What about the environmental impact on the living of people in the adjoining area of row family homes? THE VOICELESS</p> <p>What about the intangible benefits to those of this and future generations of an all park alternative in a crowded city?</p> <p>Why the Dec. 23 deadline? Purposely timed?</p>

Hand your comments in at tonight's meeting or mail comments on this proposed plan to:

Don Morris
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917-7th Ave. N.E.
Poulsbo, WA 98370-7570
Fax: 360-396-0854

Response

I-23 Fred Schubert

I-23-1 The comment has been noted.

I-23-2 The circles on the chart presented at the December 2, 1996 public hearing were for graphic purposes to illustrate the level of mitigation required. This chart is not part of the EIS text. Mitigation measures are summarized in Table 2-3 (pages 2-19 to 2-29). The proposed mitigation addresses environmental impacts. The cost of the mitigation proposed is not part of the EIS process.

I-23-3 The comment has been noted.

I-23-4 Traffic has been analyzed in Section 4.5 of the FEIS. Ballard High School is no longer considered as an option. All references to Ballard High School have been removed.

I-23-5 The purpose of this document is to assess environmental impacts.

I-23-6 The comment has been noted.

I-23-7 The December 23rd deadline for comments was based on the 45 day review period following the release of the DEIS.

Mr. Don Morris, Code 232 DM
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917 Seventh Avenue NE
Poulsbo, WA 98370

12/11/96 I-24
5809 N.E. 57
Seattle, WA 98105

Dear Mr. Norris:

It was with great disappointment, not to say frustration and anger, that we came away from the public hearing on Dec. 2 of the DEIS for Reuse of Sand Point Naval Station. We wish to add our voices to the ever growing community plea that the Navy support an all parks alternative for Sand Point. Please listen to the tapes of the three-minute allowed public comments. Better yet, listen to tapes of previous noisy, heavily attended meetings in which City Hall presented its proposals for reuse of Sand Point. The wishes of the community as a whole have been arrogantly ignored.

1

As to the DEIS, the summary report given on Dec. 2 was a bit of a farce. Please see the attached comments made on the Comment Form provided at the meeting.

2

It would be a travesty if the Navy, once proud protector of our nation's shores, should allow itself to become a domestic political instrument for furthering the social schemes of such as HUD and our mayor, Norm Rice.

3

Sincerely yours,

W.M. "Fred" Schubert

Carolyn S. Schubert

P.S. Copies have been sent to the Secretary of the Navy, the Secretary of Defense, Captain David Gelfert, Mr. Neal Bass, and our congressmen; also the Secretary of the Interior

P.P.S. Copy of letter to Secretary of the Navy enclosed; also Senator Gorton
P.P.P.S. A Dec. 23 deadline is ridiculous

4

12-11-96

I-24 ATTACHMENT

COX/212
XO/212

Captain David Gebert

Engineering Field Activity NW
Naval Facilities Engineering Command
19917 - 17th Ave NE
Poulsbo, WA 98370-7570

09P DM
23

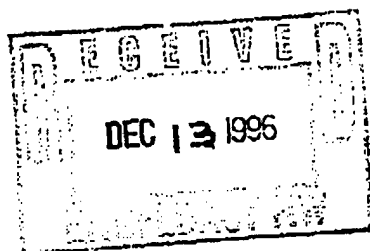
Dear Captain Gebert,

Thank you for defining the acronym DEIS just prior to the slide show of December 2. Enclosed please find:

- 1) ^{Copy of} Comments written by me on the form provided.
- 2) A copy of letter my wife and I addressed to Mr. Dan Norris (a civilian employee?)
- 3) A copy of a short letter to the Secretary of the Navy.

You will see that we totally disapprove of ^{either} the Muckleshoot proposal for use of Sand Point or the City Hall - HUD scheme. Since you appeared to be a nice and gentlemanly person, I sincerely hope that you had no direct part in the scuttling of the much more sensible park-recreation area use of Sand Point.

Yours Truly
W. M. "Fred" Schubert
Professor Emeritus of Organic Chemistry
University of Washington



Senator Slade Gorton
10900 NE 4th
Bellevue, WA 98004

12-11-76
5809 NE 57
Seattle, WA 98105
525-9609

I-24 ATTACHMENT

Dear Senator Gorton,

We are pleased that you had a representative, Pam Ransford (sorry if the spelling is incorrect) at the Dec. 2 public hearing in which a ^{civilian} representative of the Navy summarized the DEIS for "Reuse of the Naval Station Puget Sound, Sand Point," - re-use a la City Hall. Ms. Ransford can tell you how shallow the slide show itself was, but there were some cogent and passionate allowed 3-minute comments pleading for park usages much friendlier ^{to the} environment.

Ms. Ransford no doubt got the gist of the feelings of the Sand Point community. She would have gotten even more of the flavor had she attended the much more heavily attended and raucous meetings in which ^{was presented} the schemes of City Hall, in collusion with HUD, and the Navy as lap dogs. Perhaps you can get a tape of these meetings.

We strongly urge you to exert your influence on HUD, and, sadly, its current lap dog, the Navy, to scrap its plans. Please support a nature area-park-recreation use of Sand Point.

Sincerely yours,

Dr. W. H. "Fred" Schubert, Ph.D.

Barbara S. Schubert

P.S. A copy of a letter
to Bruce Ballitt is enclosed

P.P.S. Perhaps the entire corrupt agency called HUD should be dismantled.

November 20, 1996

The Honorable John H. Dalton, Secretary of the Navy
Dept. of Defense
1000 Defense
The Pentagon
Washington, D.C. 20301

Dear Secretary Dalton:

We understand that the disposition of Sand Point Naval Base on the shore of beautiful Lake Washington, and adjacent to an area of single family homes, is at least in part in your hands.

We strongly believe that Sand Point should be used and preserved for this and future generations as a park and nature area for all. We are dismayed at the way our local politicians and social planners are scuttling this golden opportunity to preserve the park in favor of short-sighted social experiments such as housing for the homeless. Please delay development and conveyance of the property until the voices of the disenfranchised citizens of our community have been heard.

We are enclosing copies of letters we have written to the Mayor of Seattle, Norm Rice, expressing our bitterness and anger over the manner in which the area and its citizens are being railroaded.

Sincerely,

Carolyn Schubert
W. M. Schubert

copies to Wm. J. Perry
Wm. Cassidy
Senators Gorton and Murray

August 14, 1996

Mr. Eric Friedli, Project Manager
600 Fourth Avenue, Room 300
Seattle, WA 98104

Dear Mr. Friedli,

We cannot find words to express how strongly we concur with John Zimmerman and Steve Hall as they expressed their views at Eckstein Middle School last night on the future of Sand Point. This piece of land is a golden opportunity for Seattle to create a large park in a beautiful natural setting: something it can never duplicate elsewhere. All the other ideas and construction, including homes for the homeless would be better located in more accessible and compatible surroundings: if they were centrally positioned nearer to shopping areas and other necessities.

Sand Point's unique setting has all the natural ingredients for what Seattle needs most. Please do not allow its promise, and Seattle's opportunity, to be lost.

Sincerely,

Barbara Schubert

W. M. Schubert

Copies to Seattle City Council, the EPA,
and Mayor Rice

12-11-96

I-24 ATTACHMENT

Mr. John H. Dalton
Secretary of the Navy
Department of Defense
The Pentagon
Washington, D.C. 20301

Dear Secretary Dalton:

Enclosed please find a copy of a letter to Mr. Don Morris of the Navy. It concerns the re-use of Sand Point, a former naval base on the shores of beautiful Lake Washington and a DEIS reviewed in a public hearing by a Navy civilian employee. Sadly, it appears that the Navy is turning this beautiful natural area over to City Hall in furtherance of the social schemes of Mr. Henry Cisneros and his possible successor, Mayor Norm Rice of Seattle.

Has the Navy, once proud protector of our nation's shores become a lapdog of the corrupt agency, HUD?
Are you aware of what is happening?

Sincerely

W. M. Schubert

I-24 ATTACHMENT

October 17, 1996

The Honorable Norman Rice
Mayor of the City of Seattle
6000 Fourth Avenue
Seattle, WA 98104

Mayor Rice,

I am bitterly disappointed by your suggestions for "changes" in the Sand Point plan (Seattle Times, October 15, p.B1). Your response to the concerns of the community would be laughable were it not so sad. What is needed is for the "plan" to be totally scrapped, not merely given token revision.

Implementation of current plans would destroy forever the opportunity to have and preserve a nature and park area for the enjoyment of present and future generations--a golden opportunity to preserve open space for all people in an increasingly urbanized city.

You would give up this beautiful and peaceful area to house "homeless people" and implement other ^{social} schemes? Surely there are better places for homeless to be housed, even from their standpoint. And surely you cannot think we are mollified by your suggestion "to reduce the number of homeless units from 250 to 200." Absurd. Better to hand the area over to the real estate developers (I'm certain they have been trying to get their cut, as have other special interest groups).

Some of the details of the housing plans are as absurd, and as frightening to the surrounding neighborhood of stable one-family homes as the general idea. For example, housing homeless men near homeless unwed mothers, or mixing in bused high school students. Incidentally, it strikes me that the scheme of temporarily housing Ballard High School in current buildings at Magnuson Park is a ploy to justify new construction for the homeless. The social planner types must be rubbing their hands at the prospect.

Perhaps the most disturbing aspect of the whole deal is the way the community was diddled. Most folks in the area were unaware of what was happening to them (media coverage has been minimal). Sure, a Sand Point Community Liaison Committee was formed. But the hard work of the Committee, led by Jeanette Williams, was rewarded by having its recommendations shed like water off a duck. Worse yet, the Committee worked under the misapprehension that the former Navy base must by law be used at least in part to house homeless, but that law (the McKinney Act) was repealed by the last Congress.

Members of the City Council attempted to mollify the community by the charade of a poorly announced 6 p.m. meeting at NOAA September 25th. There, spleens of locals could be vented (and those in the homeless industry allowed to push their agenda). Perhaps the ladies of the City Council were momentarily somewhat taken aback by the size of the audience and the vehemence of the community reaction, but, judging from the closing remarks of City Councilwoman Pageler, they really don't give a damn. They had held their meeting, and they had presented us with a fait accompli. By the way, Mayor Rice, where were you that night?

cc. Members of the City Council
Letters editor, Seattle Times
Jeanette Williams

Sincerely yours,

W. M. Schachtel, Ph.D.

October 16, 1996

Dear Mayor Rice,

The mishandling and lack of communication regarding the future of Sand Point is an exercise in a community's frustration with local government. We attended the over-long and over-crowded meeting in NOAA's small auditorium September 25 (a clear indication of the short-sighted planning which seems to characterize this whole effort), and were upset by the polarity there. But we heartily support (see my letter of August 14 to you) preserving this beautiful area as a unique opportunity for open space and community recreation for the whole city. To take such a piece of land and destroy its greatly needed potential would be a lasting and very costly monument to short-sightedness and bad planning. Have we not destroyed enough beauty in our time? Have we no interest in the needs of our children and grandchildren? Can we not learn from futile past attempts to engineer diversity. Were the examples given at the meeting of past failures of low income housing projects unheard? Our sense is that our representatives are "playing government" with no consideration for their constituents. They are blinded by their near-sighted sense of power.

This is the cause of the awful and awesome polarity witnessed on September 25. It arose not from lack of compassion for the poor and homeless by our community but from our anger at being used by people in power who seem determined to impose their own agenda over the wishes of an uninformed and hitherto unsuspecting populace. After all the arguments and evidence against the wisdom of proceeding with the city council's "plan", to hear the concluding remarks of Margaret Pageler was a slap in the faces of all those who came in an attempt to reach a wiser consensus on this matter.

May this beautiful opportunity for our city lie heavy on your hearts as you attempt to railroad a very costly (in every way) program which is against the wishes of the people in this community and of all those who know and value this land.

Sincerely,

Barolyn Schubert

cc City Council

Editors of the Times and the P.I.
Sand Point Community Liaison Committee

Response

I-24 Fred Schubert

I-24-1 The comment has been noted.

I-24-2 The comment has been noted.

I-24-3 The comment has been noted.

5724 NE 71st Street
Seattle, Washington 98115
January 15, 1997

I-25

Mr. Don Morris, Code 232 DM
Naval Facilities Activity Northwest
19917 - Seventh Avenue NE
Poulsbo, Washington 98370

Dear Mr. Morris,

Thank you for the opportunity to respond to the Draft Environmental Impact Statement - Reuse of Naval Station Puget Sound - Sand Point - Seattle, Washington.

The most serious flaw in this EIS is the fact that major changes recommended by the City of Seattle to the November '93 adopted "Community Preferred Reuse Plan for Sand Point" have not been recognized and therefore not discussed in the document. Also using the Muckelshoot's original plan requesting the entire 151 acres is a waste of time since that request was entirely withdrawn by the BIA over a year ago or even earlier. Who benefits from such a document? What purpose does it have? The movie industry's withdrawal of their plans to occupy Bldg. 2 and the Seattle Public School's intentions to occupy Building 9 were anticipated early enough in 1996 to include them in the discussions. Moreover, in early November some possible further major changes were being recommended by the Mayor and one of the councilmembers that:

1. low income housing has been eliminated from the city's plan.
2. building 2 would be used for recreation.
3. Seattle Schools would not only be using part of Bldg. 9 for temporarily housing Ballard High School but that discussions are under way to possibly relocate the District's administrative facilities in the building permanently after the high school leaves - and that North Seattle Community College has withdrawn its request for space.
4. the firefighter's training center plan has been withdrawn.
5. no new construction would take place in several open spaces along Sand Point Way in the housing zone.

The second serious concern is the lack of discussion under Transportation in the EIS regarding traffic impacts. No recognition was given to the new proposal of Ballard High School's intentions of using Building 9 for over 1000 students for 2 years after a half a year of construction work. The great number of buses bringing the students to school will be using W to E and E to W the streets most convenient to them - NE 65th, NE 75th and NE 70th. The impacts to the surrounding communities will be great. Teachers and administrators using the freeway I-5 will use the exits 65th and 80th to 75th and 70th. That is an impact to consider. Parking will become a problem since there are always those adults and students that will want to leave easily by parking on Sand Point or on the neighborhood streets. In addition, the noise related to truck traffic that will be carrying construction vehicles will be using these same streets for several years or more. These various streets are very hilly. They will be using their brakes downhill and gear shifting uphill. The noises these trucks make can only be "appreciated" if the writers of the EIS come into the hillsides and take sound tests.

There are additional concerns not sufficiently addressed such as: Historic District, identifiable boundaries - survey results rather than sketches, property values, entrance requirements for safety for cars and pedestrians. It is hoped that other respondents will elaborate on these issues.

Sincerely,
Inge Strauss

Inge Strauss

Response

I-25 **Inge Strauss**

I-25-1 See response L-1-9.

I-25-2 Ballard High School is no longer being considered as an option. All references to Ballard High School have been removed. See General Errata, Chapter 2.0 for further details.

Noise from traffic is described in Section 4.6.2 (pages 4-110 and 4-112). Noise from construction truck traffic is not anticipated to be significantly more than from other off-site traffic which is listed in Table 4-30 (page 4-112). Figure 4-23 (page 4-111) illustrates the locations where measurements of existing noise levels were made. More detail on the results of these measurements is found in Appendix J Section 2.3.2 (Volume 2).

CAROL E. VEATCH
6834 51st Avenue, N.E.
Seattle, Washington 98115
January 12, 1996

Commanding Officer
(Attn: Kimberly Kler, Code 232 KK)
Engineering Field Activity Northwest
Naval Facilities Engineering Command
19917 7th Avenue Northwest
Puolsbo, Washington 98370-7570

Dear Commanding Officer:

You presented your draft EIS to the public at Eckstein School in Seattle in December 1996 and have asked for public comment. I am responding to the Navel Draft Environmental Impact Statement for the Naval Station Puget Sound, Sand Point.

There are several areas where the Draft EIS is inadequate in its assessment of what will happen when the property is turned over to the City of Seattle. First and foremost is the lack of adequate traffic assessment. Currently, it is impossible to clear the corridor from Union Bay to the Montlake Bridge at rush hour in less than 20 minutes. With added demand of large facilities using the property, there will be more demand for the use of this corridor.

There was inadequate review of public input to the original plan for reuse of Sand Point. Since the property is to be conveyed under a different statute than was put before the public, and the plan agreed to by the public was contingent to original conveyance requirements, there needs to be further review by the Navy to determine the appropriateness of the plan currently presented to the Navy for reuse of Sand Point.

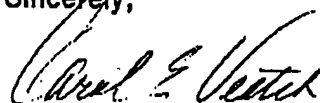
Nothing was mentioned of the impact of ceding more land to NOAA. Since NOAA is reducing its activities at Sand Point, indeed countrywide, it does not make sense that NOAA is acquiring more land.

The Northeast quadrant of Seattle needs a Park large enough to be significant in the lives of the people who live here. Currently, there is none. Sand Point was our hope for this Park. Please aid the citizens in this need.

I suggest that the Navy make a greater effort to cover all the contingencies in the reuse of Naval Station Puget Sound, Sand Point. This conveyance is too important to be done carelessly.

Thank you for your attention to the needs of this and other citizens of Seattle.

Sincerely,



Carol E. Veatch

Response

I-26 Carol E. Veatch

- I-26-1** See the response to L-1-30 for information on the updated traffic analysis.
- I-26-2** Navy's Record of Decision is a public record based on the reuse of the property. The Record of Decision will establish appropriate mitigation for any significant adverse environmental impacts disclosed in the FEIS. Applicable regulations and statutes are included in the analysis throughout the document.
- I-26-3** Information on the NOAA request for property is presented in Section 1.2.2, Step 2 (page 1-7). In addition the City Reuse Plan incorporates the NOAA request. Therefore, the analysis presented in the EIS (for example, in the Land Use and other sections) includes the impacts of use by NOAA.
- I-26-4** Information on recreation including parks is presented in Section 4.4.

January 16, 1997

Neil Bass, Code 232 DM
Engineering Field Activity NW
19917 7th Avenue NE
Poulsbo, WA 98370-7570

Re: Draft EIS - Sand Point Naval Station

Dear Mr. Bass:

I have several comments on the DEIS which may be in somewhat random order. I have been a member of the Sand Point Community Liaison Committee since 1991. I am writing as a member of the View Ridge Community.

My initial concern was with the timing of the DEIS which you resolved by the extension to January 17, 1997. It concerned me that it was available two years ago and now we need to respond at a time when there were other hearings, City EIS, etc. Thank you for the extension.

I do not understand why the Muckleshoot Tribe has a plan for Sand Point. Their commercial, education, and other uses are totally incompatible with the neighborhood. How would they finance the operation when they cannot provide housing in Auburn for their tribal members? Under the section on socio-economics - the Muckleshoot Plan calls for a 5000-7000 student population. What are the mitigating measures for the increase in traffic, crime, decrease in property values, noise, etc?

Again, under Land Use Section - on education - "no impact on surrounding communities". I feel there will be a tremendous impact on both. The final EIS should address the scope and impact of education and provide mitigating measures.

Under the Historical District - it is my understanding that the area designated as a Historical District is eligible for the National Register but not officially designated. Also, if eligible, the district needs to be treated as if it is on the National Register. The restrictions for any changes are on the land in the district as well as buildings. The proposed new construction for infill housing would be very difficult to correlate with the existing architecture, or at a reasonable cost. Is there a required agreement between the City and the Navy?

Under Biological Resources/Endangered Species Section - The DEIS states that "no significant impacts are anticipated with minimal impact on vegetation, wildlife, wetlands, and endangered species". I would anticipate many comments on that issue.

In reference to property values - one place indicates a 2%-6% decrease in property values. Of course, this is unacceptable. The mitigating measures for the City Plan and options include designing new housing to preserve views and retain neighborhood character.

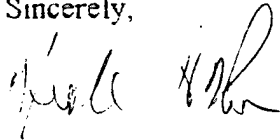
Doesn't this conflict with the Historical District's restrictions on type of construction? It needs to correlate with existing structures. Then, in Volume 2, Page 9-3, "The findings suggested that large segments of subsidized housing and service facilities tend to impact negatively more affluent submarkets". What are the mitigating measures? We are told this is an affluent neighborhood, let's review the plan and make some adjustments.

I recommend that the community comments for the City of Seattle's DEIS be reviewed in Volume 3 where there were approximately 280 letters overwhelmingly in favor of no housing at Sand Point and especially no new construction. With the advent of homeless housing on the site comes the Social Services to service the residents. This turns from a small contingent to gradually moving many of the City's programs to Sand Point. This is totally unacceptable.

The mix of housing from families to a large segment of at-risk singles is something that needs to be addressed at Sand Point by the Homeless Coalition.

In conclusion, there has been insufficient input by the community in the final decision. There needs to be more community activities and more open space. The Base Closure Act of 1994, which the community was not aware of, does not mandate housing on the site as the McKinney Act did. Alternate locations should be considered for housing which also would cost the taxpayers much less than the expense anticipated at Sand Point.

Sincerely,



Neale H. Weaver
6542 51st Avenue NE
Seattle, WA 98115
(206) 527 0554

Response

I-27 Neale Weaver

- I-27-1** The Muckleshoot Indian Tribe has a plan for Sand Point because they have requested the property. Their relationship to the property disposal process is explained in Section 1.2.3 (page 1-9). Additional information is found in Section 1.4.4 (page 1-11). Financing information is not examined in an EIS. The mitigating measures for the Muckleshoot Plan impacts are listed in each of the subsections of Section 4 and summarized in the Summary in the section entitled, "Summary of Environmental Impacts" (page ix).
- I-27-2** Land use impacts from education are described in Section 4.1.2 Preferred Alternative and Muckleshoot Plan (page 4-16 to 4-40). Impacts from the education uses proposed in the reuse plans are also described under each subsection in Section 4 (for example, impacts on transportation) and mitigating measures are listed.
- I-27-3** See response CG-8-3. Any new construction would be subject to the review process established. The City of Seattle is in the process of developing guidelines to be applied to projects in the Historic District (see response L-1-7) to maintain compatibility with historic character. New construction would be required to apply these guidelines related to general building scale and mass, materials, and exterior details (such as roof lines and fenestration) even if it increases the cost of construction.
- I-27-4** Comments received on the DEIS are included and responded to in this FEIS.
- I-27-5** There are no specific restrictions on new housing in the Historic District. See also response to comment I-27-3. The quotation included in the comment is taken from a paragraph reporting on a study done in Oakland, California. The study concluded that impacts were found when subsidized housing constituted over 5 percent of the housing in an area. Under the City Plan the percentage of assisted housing in the socioeconomic study area would increase to 2 percent. Conclusions and mitigating measures from the Property Value Study conducted for the Sand Point reuse plans are found in Appendix G (pages 9-8 through 9-10).
- I-27-6** The comment has been noted.
- I-27-7** The comment has been noted.
- I-27-8** The comment has been noted.

12/02/96

Navy EIS Comments

I live in the 7001 Condominium which consists of 152 units located on Sand Point Way just across from the Navy Base. In the past, many of our residents were in the Navy, have worked on the Base or have had some other connection with Base activities. The Navy has been a good citizen, a good and helpful neighbor. We are saddened to see the Navy leave us. Of the three EIS alternatives, I favor the no-action plan.

The immediate Sand Point Community is very concerned with City plans for acquiring the Base property. Let's make quite clear what we mean by community. We don't mean the entire Seattle region. We are talking about the thousands of local residents who make up the immediate Sand Point community. We are already feeling the impact. Our concerns about the City's Plans are real. To date, the City has ignored us, deceived us, and has tried to forcibly ram their social agenda upon us. Sadly, the Navy hasn't treated us any better. Most guys my age have served in the military. Our military experience has taught us the meaning of the phrase "Catch 22" which aptly describes this base closure. The Navy calls for "public input". It says so in your EIS. After all, this is a "Public Hearing". But in the next breath, the Navy tells us that they will not listen to us. I heard this straight from the horses mouth at a Sand Point meeting for community representatives on 10/22/96. A high DOD official said they will only deal with, and only listen to the City. Clearly this is a Catch 22 situation.

The paper trail is long and clear. On my desk is an 11 inch pile of paper providing factual evidence of what I'm talking about. It has gotten so bad that about 300 community residents nearly rioted at the City's Informercial held here in this very auditorium on 11/7/96. That meeting ended in shambles. As usual, for a half hour, the City fed us their one-sided view of things. However, by the end of the meeting, Council representatives were made to promise to revisit plans for Sand Point. Don't take my word. Please listen to the City's own TV tape shown on channel 28. I would like the Navy to make this public record, the City's TV film of the Seattle Council's Community Meeting of 11/7/96, part of your EIS record. It expresses better than anything what I can say in the few minutes.

That city meeting was held in response to a prior meeting held in NOAA's auditorium 9/25/96. At that meeting which was over 4 hours long, there was an overflow crowd of angry Sand Pointers. A tape of this meeting is also available and I urge that that TV tape also be made part of your record. We have been told the Sand Point closure will be used as a model for other Base closures. If this is so, certainly these 2 tapes need to be a vital part of the record.

Page ix of the Summary states: Because the general character of the surrounding area is single-family residential, residential land and building uses are not anticipated to create an adverse impact. This is silly bureaucratic nonsense. This EIS is a good example of wasted taxpayers money. We have already seen an impact from the creation and expansion of Magnusen park. The impact is real. Time is too short to go into detail.

To deny that we worry about property values, which are already falling, or drastic changes to our community life is disingenuous. If this were your community - wouldn't you be concerned with having 3 group homes for pregnant teen-agers and youth at risk put in Admiral's quarters side by side? Group homes throughout Washington are being sued for millions.

This is the last open space available. We need parks. If this were your community - Wouldn't you be concerned with City plans to chop down trees and put public Housing on million dollar open space. At the same time the City proposes tearing down viable city housing - Why? To create a park (Commons)! Again - Catch 22. How irrational! King County has asked citizens for hundreds of millions for Parks. Outraged Seattle Citizens have turned down both proposals. Sand Point could become a really great Seattle Park.

Were I to propose Public Housing in other Seattle Parks, there would be an outcry of rage from one end of Seattle to another from those very people who now accuse us of NIMBYism. If new homeless housing is to be built in Magnusen park, why not elsewhere in Seward, Carkeep, or Discovery, Volunteer or Greenlake Parks? The cost would be exactly the same. Further, it would conform to the city's stated guideline of spreading out the location of Public Housing so as not to create public housing ghettos.

To repeat: Please make the 2 TV tapes of the City Council's Community meetings held on 9/25/96 and on 11/7/96 which were shown to the public over channel 28 part of your EIS record. The Navy has had a good reputation in our community. Please don't leave us with a mess.

It is frightening to think of all the taxpayer's money wasted on this garbage you call an EIS statement. Reading it one would get absolutely no idea of the community's feelings of what the City proposes for Sand Point. In effect, highly paid consultants have told the Navy exactly what it wants to hear. Hypocritically, the Navy appears to have solicited Sand Point Community's input. In reality the Navy, as has the City, ignores us and does exactly what its politically connected bosses want them to do. Please don't leave us with a mess.

John R. Zimmerman
5818 NE 70 St.
Seattle, WA 98115-6340

- I-28 John R. Zimmerman**
- I-28-1** Comments from the Sand Point community are being responded to in this FEIS.
- I-28-2** As stated at the Public Hearing on December 2, 1996, the tapes could not be considered as part of the testimony. Navy acknowledges the existence of the tapes, however the tapes cannot be used in lieu of the commentor's testimony.
- I-28-3** The comment has been noted.
- I-28-4** The comment has been noted.
- I-28-5** The comment has been noted.
- I-28-6** No public housing is being proposed in a park. The City is proposing public housing as one use for the former Naval Station.
- I-28-7** See response I-28-2.

PH-Public Hearing

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DEPARTMENT OF THE NAVY
NAVY FACILITIES ENGINEERING COMMAND
ENGINEERING FIELD ACTIVITY NW, POULSBO, WA.

NAVAL STATION PUGET SOUND
SAND POINT
DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING
December 2, 1996
6:30 p.m.
ECKSTEIN MIDDLE SCHOOL AUDITORIUM
3003 N.E. 75th St
Seattle, Washington

DRAFT EIS PUBLIC HEARING, 12-2-96 1

PAM WEEKLEY, COURT REPORTER, 448 CENTRAL BUILDING
810 THIRD AVENUE, SEATTLE, 98104, 623-3614, 833-2278

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APPEARANCES

CAPTAIN GEBERT
NEIL BASS
CONNIE LEWIS
DAWN NEELEY
AUDIENCE

REPORTED BY:

PAMELA M. WEEKLEY
CSR NO. WEEKLPM411DS

DRAFT EIS PUBLIC HEARING, 12-2-96 2

PAM WEEKLEY, COURT REPORTER, 448 CENTRAL BUILDING
810 THIRD AVENUE, SEATTLE, 98104, 623-3614, 833-2278

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DRAFT EIS PUBLIC HEARING, 12-2-96

PAM WEEKLEY, COURT REPORTER, 448 CENTRAL BUILDING
810 THIRD AVENUE, SEATTLE, 98104, 623-3614, 833-2278

1 CAPTAIN GEBERT: I would ask the folks in the
2 back to start coming on in and have a seat and we will
3 get under way. I would like to also mention to those
4 of you in the back, feel free to move up to the front.
5 We are going to have slides on the screen. It may be
6 somewhat difficult for you to see back there rather
7 than up front. They are the same slides as are in your
8 packet.

9 Good evening. I am Captain Dave Gebert the
10 Commanding Officer of the Navy's Engineering Field
11 Activity Northwest in Poulsbo, Washington. I will be
12 tonight's hearing officer. On behalf of the Navy, I
13 would like to welcome you and thank you all for coming
14 tonight. I would like to begin by recognizing the
15 elected officials or their representatives who are here
16 this evening. Senator Slade Gorton is represented by
17 Pam Ransford. Is Pam here?

18 I don't know if she is here yet but I
19 understand Senator Murry is going to be represented by
20 Kenny Endleman. I guess not yet.

21 Thank you for being here. Are there any
22 other representatives of elected officials that I have
23 missed that would like to be acknowledged tonight?

24 This public hearing is being held to allow
25 citizens an opportunity to comment on the issues and

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1 impacts addressed in the Environmental Impact Statement
2 for the reuse of Naval Station Puget Sound Sand Point
3 referred to as the Draft Environmental Impact
4 Statement. Our focus tonight is solely on the content
5 of the Draft Environmental Impact Statement. We will
6 be accepting both oral and written comments tonight.
7 All will have an opportunity to provide oral comment.
8 However, those who signed up in the lobby to offer oral
9 comments will have the first opportunity to speak. If
10 you do not wish to speak in tonight's hearing you have
11 until December 23rd 1996 to submit your written
12 comments.

13 Written comments may be submitted by filling
14 out the comment sheet provided in your packet and
15 dropping it into the box in the lobby or mailing your
16 comments to the address on the comment sheet. The
17 comment sheet is prepared in a manner that if it is
18 folded it becomes a self-addressed envelope and you can
19 mail it in.

20 If you are speaking tonight, we would also
21 appreciate receiving your comments in writing;
22 although, this is not required. We will give equal
23 weight to both written and oral comments. Our job
24 tonight is to hear your comments and concerns, not to
25 respond to questions or enter into a dialogue.

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1 As stated in the ground rules you received in
2 your packets, there will not be a question and answer
3 session tonight. Your comments will be addressed in
4 the final Environmental Impact Statement.

5 I would like to thank the City of Seattle,
6 Bureau of Indiana Affairs, Muckleshoot Indian Tribe for
7 their part as cooperating agencies in reviewing several
8 preliminary draft EIS documents during this process.

9 I would also like to thank Eckstein Middle
10 School for allowing us to use these facilities.

11 We will be following the format outlined in
12 the agenda. Mr. Neil Bass, Director of Environmental
13 Planning and Natural Resources at Engineering Field
14 Activity Northwest, will briefly explain the
15 environmental impact statement process, summarize the
16 Draft Sand Point Reuse EIS and moderate your comments.

17 Copies of the slides shown in front are in
18 the packet that's available in the lobby which hopeful
19 you have picked up as you came in.

20 Now I will introduce Neil Bass.

21 MR. BASS: Thank you, Captain Gebert.
22 Welcome audience. I would like to have you raise your
23 hand if you didn't receive a packet. Our slide sheets
24 are not as clear as I would like them to be.
25 Everything shown on the slides will also be in the

1 packet. If you haven't received one, hold your hand
2 up and we will get you one. Great.

3 Tonight we are going to be talking about the
4 Draft Sand Point Environmental Impact Statement for
5 reuse of Naval Station Sand Point. That is long and I
6 will refer to that as the Draft EIS.

7 As background, the National Environmental
8 Policy Act required decision makers to consider impacts
9 to the human environment. An Environmental Impact
10 Statement is required for impacts that may have a
11 potential impact of significance to the human
12 environment. In doing so, we must identify
13 alternatives, consider alternatives, identify
14 mitigation that might soften that adverse impact. And
15 we have a public hearing for scoping and issues that --
16 alternatives that the public brings forward are
17 considered in the draft. Then we have a comment period
18 on the Draft Environmental Impact Statement.

19 Beginning at the top of the screen the
20 process began with a reuse plan. And the reuse plans
21 were submitted by the City of Seattle and the
22 Muckleshoot Tribe. The scoping process began in
23 November 1993 with a Notice of Intent to prepare an
24 EIS. A public meeting was held and comments were
25 received on the scoping in December of 1993. Public

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1 agencies and the public in general helped develop the
2 alternatives and issues to be addressed in the Draft
3 Environmental Impact Statement. Following the scoping
4 period, we refined our understanding of the
5 alternatives, evaluated the impacts, developed
6 potential mitigation. This analysis is presented in
7 detail in the Draft Environmental Impact Statement we
8 released or draft with the Notice of Intent in the
9 Federal Register on November 8 and in a number of other
10 mailings and a notice in the Seattle Newspapers.

11 Federal regulations require a 45 day public
12 comment period which would be completed on December
13 23rd of this year.

14 Tonight we are at the stage which is called
15 public hearing. We are here to hear your comments.
16 This is your opportunity to provide oral comment and
17 written comment. We will take both. Following
18 tonight's meeting, we will close the 45 day period on
19 December 23rd and prepare a final Environmental Impact
20 Statement addressing all the issues that you make in
21 your comments. The final Environmental Impact
22 Statement will be published for thirty days allowing
23 you a period to review and comment.

24 Following that thirty day period the Deputy
25 Assistant Secretary of the Navy will convergently

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1 develop and issue a Record of Decision. A Record of
2 Decision is a written public record of facts, reasoning
3 supporting the decision. This slide summarizes the
4 chronology of the actions beginning in 1991. I will
5 let you read the details through 1996 where I want to
6 focus on. It is 1996 where we get confused.

7 As you may know, the City is preparing an
8 Environmental Impact Statement under the Washington
9 State Environmental Policy Act. It was done
10 concurrently with the Navy's preparation of an
11 Environmental Impact Statement under the National
12 Environment Policy Act. The laws are different and the
13 scope of documents are different.

14 In February of 1996, the City asked the Navy
15 to consider certain options to their reuse plan. The
16 City initiated an Environmental Impact Statement under
17 the State Environmental Policy Act and evaluated its
18 own amendment, comprehensive plan amendment and
19 approval of master development plan. The scoping
20 meeting was held in May of 1996 and the City's draft
21 was released in July. Public hearing was held in
22 August and the City's final EIS was released in
23 October.

24 Concurrent with the City's proceedings, the
25 Navy was preparing their Draft Environmental Impact

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1 Statement and incorporating the City's options and it
2 is addressed in the Navy's Environmental Impact
3 Statement, the City's options.

4 In June of 1996 the Navy completed an
5 environmental assessment to evaluate the potential
6 impact of the 136 acre interim lease to the City of
7 Seattle. The interim lease allows the City's reuse to
8 be limited. The assessment found no significant
9 environmental impact associated with their limited
10 uses. In July 1996 the Navy signed a ten-year lease
11 for interim use by the City.

12 The document for tonight's comment is a Draft
13 Environmental Impact Statement. It is important not to
14 confuse the City's Environmental Impact Statement with
15 the Draft EIS nor the Navy's environmental assessment
16 for the reuse with the Draft Environmental Impact
17 Statement.

18 There are three alternatives considered in
19 the draft: The City's plan, the Muckleshoot plan and
20 the no action plan. The amended City plan addresses
21 the Draft EIS and options of the city plan, as stated
22 before. The no action alternative is used as a basis to
23 measure impact by the other action alternatives.
24 Preparation of this draft took quite an effort,
25 extensive review and coordination with the City and the

1 Tribe. I appreciate their staff and the effort of
2 reviewing several drafts we created.

3 The City's plan-- I will orient you to the
4 slide. The slide is positioned with the north to the
5 top, Sand Point Way to the left and Magnuson Park and
6 Lake Washington to the right.

7 Each of the colors represent a different
8 reuse zone. The City plan is the Navy's preferred
9 reuse plan. It involves a multiple regional center
10 with expanded recreational, educational and cultural
11 facilities and affordable housing. The plan includes
12 public open space and recreational facilities including
13 a tennis court facility, a sailing center and shoreline
14 access, education and community activities provided by
15 the nonprofit arts and educational organization and
16 North Seattle Community College and the City
17 Departments of Housing and Social Services for homeless
18 and low income persons, a community center, an outdoor
19 amphitheater for community events, theatrical and dance
20 performances, art exhibits and instruction in
21 performing and fine arts, a commercial film studio, a
22 new entrance to Magnuson Park, pedestrian and bicycle
23 and public transportation access, and restoration of a
24 former wetland.

25 The City's options are highlighted in red on

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1 this slide. They affect a few buildings, predominately
2 Building 9. Reuse of Building 9 for education,
3 community classes, and a 200 bed dormitory as part of
4 building 9, temporary education facility for Ballard
5 High School, construction of 110 new low income housing
6 units to replace those displaced by revising the use of
7 Building 9, maintaining a total of not to exceed 250
8 units, fire fighter training center, training,
9 administration, and a senior center.

10 I understand some of these considerations by
11 the City have been withdrawn and this will only serve
12 to soften the impacts. We didn't revise the
13 Environmental Impact Statement waiting for another
14 delay in putting it out. So the changes are not
15 incorporated that reflect the City's reduction in
16 impact but, in fact, it would be a reduction.

17 The Muckleshoot plan includes recreational --
18 sorry -- a commercial marina for Tribal Fishing
19 Development, boating and net storage, recreation for
20 the public in that same northern area, light industrial
21 warehousing activity, fisheries research, social
22 services including an alcohol and drug treatment
23 program, health clinic, senior program, student
24 counseling and an interim jail facility.

25 A technical institute would provide for five

1 to seven thousand students housing some campus staff
2 and approximately six thousand students, and a new main
3 entrance to Magnuson Park and commercial activities in
4 some of the buildings in the lower orange area on the
5 slide. Predominate use of that lower orange area would
6 be for general park use by the public.

7 Considerations in this EIS are listed. The
8 impact of each alternative was evaluated by a resource
9 specialist and potential mitigation is suggested. I
10 will identify potential impacts and then identify
11 potential mitigation to be implemented by the reuser.
12 This is not an all-inclusive review of impacts and
13 mitigation but is rather a topical sampling to help you
14 prepare your comments.

15 Land use: Conversion of recreational boating
16 facilities to commercial fishing will have a small
17 impact in the Muckleshoot plan. These impacts can be
18 mitigated by restricting hours and restricted access.

19 Historical and Cultural Resources:
20 Demolition of Building 15 and the north half of
21 Building 11 in the City plan could affect the
22 historical district. However, procedures for
23 protection of the historical district are being
24 developed at this time.

25 Socioeconomics: The City plan would construct

1 new low income housing which could affect property
2 values. This affect could be mitigated by designing
3 the new facility's architecture to conform to the
4 neighboring homes or at least in part.

5 The Muckleshoot plan for five to seven
6 thousand students could affect local housing
7 availability. And the Muckleshoot commercial boating
8 activities and increase in vehicle traffic could reduce
9 property values.

10 The City plan provides a 160 percent overall
11 increase in recreational area. The Muckleshoot plan
12 provides a 130 percent overall increase in recreational
13 area.

14 Under Transportation, the Muckleshoot plan
15 would generates approximately 18,000 average daily
16 trips. The City plan with options would generate
17 approximately 10,000 daily trips. Neither alternative
18 is expected to cause street networks to operate in
19 unacceptable conditions. The mitigation measures to
20 improve their operation might include new street timing
21 at intersections, carefully scheduled events at the
22 facilities.

23 Under Noise, outdoor concerts under the City
24 plan would create an impact. Motorized fishing vessels
25 under the Muckelshoot plan would cause noise impact.

1 Mitigation measures could include some specially
2 designed noise controls and by limiting hours of
3 operation.

4 Public Services and Utilities are not
5 anticipated to be impacted.

6 Public Health and Safety: Crime may slightly
7 increase due to the increase in the number of people at
8 the site. Studies show no significant increase in
9 crime in adjacent areas. Appropriate mitigation
10 measures would include appropriate security to deter
11 crime. Good facility maintenance would help prevent
12 public access to other health hazards such as asbestos
13 or lead paint.

14 There is a small potential for seismic impact
15 to occur, however that could be mitigated by compliance
16 with current building codes or either upgrades as
17 buildings are built.

18 Biological Resources and Endangered Species
19 are not impacted.

20 Sediments would increase during demolition
21 and excavation for new housing facilities under the
22 City plan which could affect water quality.

23 Under the Muckleshoot plan the increase in
24 boating could affect the water quality in the immediate
25 area of the marina. Mitigating measures could include

1 the application of best management practices during
2 construction and limiting on-site maintenance of
3 boats.

4 No significant impacts to air quality are
5 anticipated.

6 This is a highlight. For further detail
7 refer to the Draft Environmental Impact Statement.

8 Now I wish to begin the public comment
9 period. And before I do so, I will explain some of the
10 details. I will call the names of speakers in the
11 following order: First, elected officials and their
12 representatives; second, government agencies and their
13 representatives; third, representatives of organized
14 groups; and fourth, individuals. Lastly, I will give
15 an opportunity for anybody who has not spoken to come
16 forward and speak.

17 To provide an accurate recording of this
18 meeting, we have a court reporter who is recording your
19 comments. Please state your name, spell your name and
20 provide your address and affiliation. Also I need to
21 point out that we have K I R O Radio recording this
22 event. If you wish for them not to record your
23 statement please advise him, otherwise it will be
24 recorded and published.

25 We will be calling for three speakers at a

1 time. When you hear your name called, please come
2 forward to either one of the two microphones. Seating
3 is provided while you wait your turn. I will call the
4 first speaker to speak. I will call the second speaker
5 to speak. After the second speaker speaks, I will call
6 for three more names and we will keep the thing rolling
7 and I will ask you to come forward.

8 UNIDENTIFIED SPEAKER: Please introduce
9 yourself. I didn't hear your name or anything. Who do
10 you work for?

11 MR. BASS: My name is Neil Bass. I work for
12 the Navy's Engineering Field Activity Northwest, it is
13 a portion of Naval Facilities Engineering Command. Our
14 office is in Poulsbo and we are managing the
15 Environmental Impact Statement. We are actually -- my
16 Captain Gebert here is actually over the Naval Station
17 Sand Point since it has gone into the closed status.

18 UNIDENTIFIED SPEAKER: I can only hear about
19 half of your comments. Is there a draft of what you
20 said? You were talking too fast and the speakers are
21 not good.

22 MR. BASS: Do we need to repeat?

23 UNIDENTIFIED SPEAKER: Do you have a written
24 copy of what you said?

25 MR. BASS: If you put down your name on a

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1 piece of paper on a comment sheet, we will send you a
2 copy of the script.

3 UNIDENTIFIED SPEAKER: Thank you.

4 UNIDENTIFIED SPEAKER: Are you part of the
5 Navy or are you a private person?

6 MR. BASS: I am a civilian servant. Can we
7 have the lights up and the microphones on. And some
8 additional information: Please provide comments that
9 are specific, the more specific your comments, the more
10 useful they will be to us in trying to address your
11 specific concern or issue. If you are unclear about an
12 issue and have a question about it, state that question
13 as a comment and we will address that and clarify that
14 through our final.

15 Please limit your comments to three minute.
16 We will give you an indicates when you have 30 seconds
17 to go by holding up a card from somebody at this
18 table. If you have a comment that repeats somebody
19 else's comment, there is no need to repeat it, you may
20 but we are not taking a vote.

21 Please keep your comments focused on
22 environment impact to the alternatives analyzed in this
23 draft. If you still have more comments after your
24 three minutes are completed, we would appreciate that
25 you write the rest of your comment on the comment

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1 sheet. As a matter of fact, I would like all of your
2 comments in writing. It is much easier for us to
3 clarify them. If you do not have a comment sheet and
4 would like one, if you raise your hand we will provide
5 you one. There is also one in your packet.

6 With that --

7 Captain has asked me clarify. I am a
8 civilian employee of the Navy.

9 Did we get the microphones turned on?

10 UNIDENTIFIED SPEAKER: What was the Captain's
11 name?

12 MR. BASS: Captain Gebert, G E B E R T.

13 I would like to call Gordon Baker, Lyn
14 Ferguson, and Jeanette Williams.

15 MR. BADER: I am Jordan Bader, B A D E R. I
16 am vice president of the Ravina Community Association.
17 Earlier I gave Captain Gebert a letter from our
18 president of our community association asking for a
19 draft copy of the Environmental Impact Statement -- a
20 copy of the Draft Environmental Impact Statement. We
21 also asked for the assessment of the interim lease. At
22 an earlier information meetings with the City of
23 Seattle we had made a written request for a copy of the
24 Navy Draft Environmental Impact Statement, so did other
25 organizations. And we request that you inquire of the

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1 City to find out others who need such requests and
2 supply a copy to them.

3 The action here is the conveyance to another
4 Federal agency. The conveyance determines the
5 permanent use. A conveyance for park will effectively
6 make it park. A conveyance to the Department of
7 Housing and Urban Development will make it for the
8 residential use. This is particularly true in light of
9 the proposed lease in the documents that are on file
10 with the Northeast Branch Library. In any conveyance a
11 key element is the boundaries. We think that the
12 document here needs to nail the City down and hopefully
13 get the City to carry out public representation.

14 First, we will turn to the south boundary.
15 The Draft Environmental Impact Statement both figures
16 two show a boundary between the park and the housing
17 halfway between building 26S and the Park entrance.
18 But the City's application to HUD shows a very narrow
19 corridor of Northeast 65th Street. The narrow corridor
20 has a major impact on the Park. And that I think --
21 the analysis of that has to go into the fix on such a
22 narrow corridor.

23 Secondly, the North Shore Recreation Area in
24 the Mayor's letter of October 14, 1996 shows building
25 2167 as Park. But that is not considered as an option

1 in the materials in the Draft Environmental Impact
2 Statement. ↑

3 Third, the question of the Pea Patch. Last
4 spring the Housing Authority put a Pea Patch Garden
5 site out south of building 26S. It said it was an
6 amenity that would be available to the community. In
7 the application submitted to HUD, the City rejects the
8 Pea Patch, but in its final Environmental Impact
9 Statement volume II the Pea Patch is there. Your draft
10 does not mention the Pea Patch at all. The Draft
11 Environmental Impact Statement needs to set out the Pea
12 Patch as an option and analyze it fully.

13 Fourth, there is no analysis of the impact on
14 the proposed historic district. We are aware that the
15 DEIS shows a National Historic District. A National
16 Historic District differs from the National Historic
17 District as shown in the City's Environmental Impact
18 Statement. The Navy document -- draft document
19 promises to accommodate the historic district but
20 doesn't say how this will be done.

21 Will you allow construction in the open space
22 of the district? And what impact will this
23 construction have on the environment of the district?

24 We have other points which are brought out in
25 the letter that we gave you earlier. And thank you for

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1 the opportunity to be heard.

2 MR. BASS: Thank you, sir.

3 Mrs. Lyn Ferguson, Seattle Audubon.

4 MS. FERGUSON: My name is Lynn Ferguson. I
5 live at 6422 Northeast 60th Street. I am a chair of
6 the Environmental Stewardship Committee for Magnuson
7 Park and a member of the Seattle Audubon Environmental
8 Committee. I have the honor of representing Seattle
9 Audubon in the Registration Advisory Board for Sand
10 Point. In addition to my work with Seattle Audubon, I
11 am a member of the City's Sand Point Liaison Committee
12 and I have lived within two blocks of the park and base
13 for almost 25 years. I am speaking tonight
14 representing the Environmental concerns brought up by
15 the Environmental Stewardship Committee and Seattle
16 Audubon.

17 Having read the EIS volumes I and II, I
18 encountered much of the work that is excellent
19 material. However, the information concerning the
20 impact of either plan on the physical environment: The
21 land, plants, birds and animals is grossly inadequate.
22 In the seven years the Navy has used this property,
23 they have made a huge impact on the environmental
24 aspects, physical environment. Hills were flattened,
25 native cedar and fir trees were removed, numerous

6

1 wetlands and a lake were filled. Two streams were sent
2 into storm drainage, and the shoreline was altered to
3 smooth dirt and much of Pontiac Bay was filled.

4 Before the Navy used the land, it was a city
5 and county park with streams and wetlands and a natural
6 lake. And I have enclosed historical documents to show
7 that. This was the first Carkeek Park.

8 We are not asking that you restore the land
9 to its original condition. We are asking that you help
10 the City and us, in our efforts to restore urban
11 habitat. The City plan calls for restoration of
12 wetlands and the historic lake.

13 On the wetlands issue, the EIS does not
14 adequately address the presence of and the impact on
15 wetlands at Sand Point. Seattle Audubon, in
16 conjunction with the Sand Point Environmental
17 Stewardship Committee, has done field research on the
18 adjoining property of Magnuson Park and that indicates
19 the existence of wetlands. Evidence of wetlands on the
20 property include: Bullrush, which is a wetlands
21 indicator plant, snails, high-grade soils. Many of
22 these wetland indicators were found on the back fence
23 near the Navy property. If you compare the historic
24 map which is figure four with your current wetlands map
25 which is figure 438, you will find that the old lake

1 and wetlands extends into the commissary area which
2 would support this evidence.

3 Volume II contains no requirements for the
4 Navy property. We think you need to do an assessment
5 of the Sand Point land and also wildlife -- I am
6 skipping this part here.

7 Discussion of the biological resources and
8 the endangered species in part 410 was based on a two-
9 day site visit in 1994. The supporting data cited in
10 volume two is four pages long in a 300 page or more
11 document. It includes three overly general lists: Fish
12 inhabiting Lake Washington, mammals observed in the City
13 of Seattle, reptiles and amphibians that may inhabit
14 the Seattle area. Their list of birds is excellent.

15 There are several endangered species that are
16 active in this area. As you noted on page 4173, our
17 committee is continually concerned about bald eagles.
18 Several eagles were sighted over the road in mating
19 activity last spring and unsuccessfully attempted to
20 nest one mile north of Sand Point property -- several
21 nests within a five mile radius. Eagles are known to
22 nest in the area where they are raised.

23 The Navy's statement that there are no
24 suitable trees for nests on page 4072 is inaccurate.
25 There are at least 20 large cedars with a diameter of

1 more than a foot that provide shelter and access for
2 Eagles on the Sand Point property. Here again falcons
3 also are here.

4 I will turn in the rest of this.

5 MR. BASS: Yes. Turn in that list with your
6 comments.

7 MS. Ferguson: The list of Biological
8 Resources and Endangered Species really needs to have
9 impact and mitigation.

10 MR. BASS: Thank you for your comments.

11 Jeanette Williams from the Sand Point Liaison
12 Committee.

13 MS. WILLIAMS: My name is Jeanette Williams.
14 I chair the Sand Point Community Liaison Committee. My
15 comments this evening are going to be very limited
16 because we hope to put in the written statement at a
17 later date.

18 I do wish to comment about the timing of the
19 EIS. I think it is most unfortunate. First, it came
20 out just the day after the City had completed its
21 Environmental Impact Statement and the community was
22 reeling from all the issues tied in with that. Then
23 you are now calling for the completion of the written
24 statements on Christmas Eve, which I think is quite
25 unreasonable.

1 We have a busy holiday season and the way we
2 are able to collect our comments is by group rather
3 than by just individuals. So you are making it
4 extremely difficult for us. We did ask for a thirty-
5 day extension of the written comment period, and I
6 trust that this will be honored.

7 One of the problems I do want to mention with
8 your Draft Environmental Impact Statement was is the
9 way the City plans keep changing. You have one portion
10 in there that doesn't relate to another portion of the
11 Environmental Impact Statement itself. Let me explain
12 what I am talking about.

13 The classic example, of course, is the
14 changing use of Building 9. As a result of that, we
15 have the Homeless Coalition coming out and making
16 statements that they had to go into new construction
17 changing the boundary on that particular building.
18 True enough, that was withdrawn. With the
19 Environmental Impact Statement it is not.

20 However, I must say that one of the issues
21 that has developed under the new proposal is a boundary
22 that was just referenced two speakers ago as all the
23 way down to Northeast 65th. Just a concerned
24 suggestion: Some sort of relationship has to be
25 established in there. I find that within the historic

1 district also as you were talking about the new
2 housing, new construction there was not one word
3 mentioned about the grounds. As I understand the
4 historic designations, the grounds also are a portion
5 of that so that you have the environment of an historic
6 district. It is not mentioned here and it is not
7 mentioned anywhere.

8 And your statement that the Navy is
9 developing a problematic agreement which will establish
10 a process to preserve that district and its
11 contributing elements is in itself insufficient because
12 in the Environmental Impact Statement it doesn't even
13 address these issues.

14 So, this is all I wish to speak about at this
15 time. But we would like to bring in some comments if
16 we have enough time, some issues relating to property
17 value, and also the prime issue of the traffic
18 impacts. And we would also like to address these in
19 our written response. And we hope we will have the
20 time to do so. Thank you.

21 MR. BASS: Thank you. Calling George
22 Holzapfel, John Zimmerman, Audrey Forney.

23 MR. HOLZAPFEL: Good evening. My name is
24 George Holzapfel, for the stenographer: H O L Z A P F E
25 L. I live at 6027 Wellsly Way in Seattle. I am the

1 past president and a trustee of the Hawthorn Hills
2 Community Club and I am here on their behalf this
3 evening. We will also be sending a follow-up letter
4 with our comments, we will have more details than I am
5 going to be given time to speak to tonight.

6 I will also skip over the concerns that have
7 been previously expressed, other than to say we are
8 particularly concerned about the boundary for boundary
9 issues for the DEIS. We are also concerned about the
10 Pea Patch, the historic district, the impact on the
11 physical land and streams and wildlife, and the timing
12 of the Environmental Impact Statement. And we
13 certainly hope that we could ask the Navy and are
14 asking the Navy for an additional time period to submit
15 comments so that perhaps not just from the community
16 club but other neighbors in the neighborhood would have
17 an opportunity to submit comments during this busy
18 holiday season or perhaps right after the busy holiday
19 season.

20 I understand your explanation that the Navy
21 Environmental Impact Statement does not analyze the
22 City's changed plan. I think it is difficult to really
23 fully comprehend what the impacts will be without
24 integrating somewhat those changes, particularly the
25 major changes into the Navy's Environmental Impact

1 Statement plan. The use of the property by Ballard
2 High School is a particular example that will have a
3 major shift in the impact. I think that a well thought
4 out and current Navy Environmental Impact Statement
5 should contain that analysis.

6 Another thing that I did not see in the
7 Navy's Environmental Impact Statement is addressing of
8 the all park alternative. You have a no action
9 alternative, but I think that an all park alternative
10 is really most consistent with what the communities
11 have been looking to as one of the options for that
12 property for a long time. I know that's not the City's
13 and some of the other organizations' preferred use for
14 the property. But an all park alternative is something
15 that would be in line with this property which, for
16 those of you who don't know, was originally donated to
17 a government -- not the Federal government at that time
18 by the Carkeek family with the vision that it would
19 ultimately become a park. So we think an all park
20 alternative would be an appropriate part to include in
21 the EIS.

22 Another concern that hasn't been expressed is
23 of great concern to us is that the south entrance of
24 the property which will be the entrance and exit --
25 main entrance and exit to the park has been really

1 squeezed down by the adjoining uses that are expected
2 to be used on that. I didn't see very much addressing
3 that in the Navy Environmental Impact Statement. We
4 would like to see some additional analysis. A
5 particular concern that we have is that trucks and cars
6 with boats going in and out, one of the legitimate uses
7 of the park, combined with bicyclists going in and out
8 and combined with skate boarders and people on roller
9 skates, rollerblades going in and out as well as
10 pedestrians by themselves and with animals and that
11 sort of thing; there is not going to be enough room
12 there unless we see a substantial expansion of that
13 corridor. And it would be appropriate, I think, to
14 address that in the Navy's Environmental Impact
15 Statement.

16 Then the final thing that I wanted to bring
17 up to the Navy's attention is that oftentimes including
18 the Navy in these Environmental Impact Statements what
19 we are seeing is that -- I will complete. We are
20 seeing that the Navy is using what is called the
21 statistical area of group U or area U which is included
22 for crime analysis. I just want to bring to the Navy's
23 attention that I don't think that's a valid comparison
24 because in that area you have University Way, which has
25 a much higher crime rate than the immediate surrounding

18

1 neighborhoods of the Sand Point Base. You also have
2 part of Aurora Avenue North which is well-known for
3 elicit activities and problems there. Those crimes
4 being committed in those areas are being essentially
5 pulled in and combined with the crimes that are much,
6 much lower rates of crime that is occurring in the
7 immediate neighborhood. So a much more refined
8 analysis would be appreciated.

9 We will be following this up with a more
10 complete written comment.

11 MR. BASS: Thank you, sir.

12 Point of clarification, the document includes
13 what is called options to the city plan and
14 incorporated within that Options To The City Plan was a
15 number of things, one of them was the Ballard High
16 School. What I was referring to was not considered in
17 more recent considerations by the City, if you will, to
18 not have some of those reuses incorporated into their
19 final plan. So what we have done is we believe we have
20 looked at an envelope that is larger in impact than
21 what the City is proposing in the last couple of weeks.

22 Next speaker is Mr. Zimmerman.

23 MR. ZIMMERMAN: Yes, John Zimmerman. The
24 immediate Sand Point community is very concerned with
25 the plans for acquiring the base property. Let's make

1 it quite clear what we mean by community. We don't
2 mean the entire Seattle region, we are talking about
3 the thousands of local residents that make up the
4 immediate Sand Point community. We are already feeling
5 the impact. Our concerns about the City plans are
6 real. To date the City has ignored us, deceived us and
7 tried to forceably ram down their social agenda upon
8 us.

9 Sadly, the Navy hasn't treated us better.
10 Most guys my age have served in the military. Our
11 military experience has taught us the meaning of the
12 catch phrase, Catch 22, which actually describes the
13 base closure.

14 The Navy calls for public input, it says so
15 in your Environmental Impact Statement. After all,
16 this is a public hearing. In the next breath the Navy
17 tells us they will not listen to us. I heard this
18 straight from the horse's mouth at a Sand Point meeting
19 for community representatives in October. High DOD
20 officials said they will deal only with and listen only
21 to the City. Clearly this is a Catch 22 situation.

22 The paper trail is long and clear. On my
23 desk is an 11 inch pile of paper, factual evidence of
24 what I am talking about. It has gotten so bad that
25 nearly 300 community residents nearly rioted at the

1 City informational held in this very auditorium last
2 month. That meeting ended in shambles.

3 As usual, for a half hour the City fed us
4 their one-sided view of things. However, by the end of
5 the meeting the City Council representatives were made
6 to promise to revisit their plans for Sand Point.
7 Don't take my word, please listen to the City's own TV
8 tapes shown on channel 28.

9 I would like the Navy to make this a public
10 record, the City's TV film on the City of Seattle
11 Community Meeting of November 11 to be part of your
12 Environmental Impact Statement record. It expresses
13 better than anything I could say -- what I can say in a
14 few minutes.

19

15 The City meeting was held in response to a
16 prior meeting on September 25. At that meeting, which
17 was over four hours long, there was an overflow crowd
18 of angry Sand Pointers. A tape of this meeting is also
19 available. And I urge that that TV tape also be made
20 part of your record.

21 We have been told that the Sand Point closure
22 will be used as a model for other base closures. If
23 this is so, certainly these two tapes need to be part,
24 a vital part of your record.

20

25 Page nine of the summary states: Because of



1 the general character of the surrounding area as single
2 family residential land, building uses are not
3 anticipated to create an adverse impact.

4 This is silly bureaucratic nonsense. The EIS
5 is a good example of wasted tax payer's money. We have
6 already seen an impact from the creation and expansion
7 of Magnuson Park. The impact is real. Time is too
8 short to go into detail. To deny that we worry about
9 property values which are already falling with drastic
10 changes to our community life is disingenuous. If this
11 were your community, wouldn't you be concerned with
12 having three group homes for pregnant teenagers and
13 youth at risk put in admiral's quarters side by side?
14 Group homes throughout Washington are being sued for
15 billions.

16 This is the last open space available. We
17 need parks.

18 Well, I submit my written comment.

19 (Discussion held off the record.)

20 MR. BASS: As I just explained to
21 Mr. Zimmerman, at a public hearing we can only receive
22 written and oral comment to go into the official
23 hearing record.

24 However, I can accept the tapes for interest
25 for those who will be making the decision should they

1 choose to use them. So it is strictly additional
2 information that Mr. Zimmerman wishes to leave with
3 us.

4 Audrey Fornay?

5 MR. FORD: My name is Jordon Ford.

6 MR. BASS: Sorry, sir.

7 MR. FORD: That is my handwriting. I would
8 like to make six points tonight. First, in amplifying
9 what was said earlier, we need to up-date the plan
10 consistent with current city planning so that you can
11 comment comparing apples to apples; locations of the
12 buildings 2 and 67, and the boundaries of the housing
13 zone, as was mentioned before the location of Pea
14 Patches, the City's statement of up to 300 units in
15 their plan of housing, and the impact of those
16 changes. The location of the historic district --
17 that's already been addressed. But I reiterate that
18 these things need to be made consistent so you can read
19 the two documents and compare apples to apples.

20 Number two is, address the City variances and
21 the zoning issues that are related to all those
22 changes.

23 Number three, a consist city housing plan
24 with the community's requirements and require clear
25 progress before issuing final Environmental Impact

1 Statement from the Navy in order to ensure the City
2 follows a solid process. You heard earlier from others
3 of the public opinion of how that process has taken
4 place or not taken place.

5 Four, require clarification of the city and
6 the HUD dealings with regard to all of the housing
7 projects that keep coming and going with various and
8 sundry deals that have never been told to any of the
9 community groups.

10 Five, require the City to openly resolve all
11 differences with the Sand Point Community Liaison
12 Committee Plan that was submitted early on and
13 deliberately avoided by the City. And so, how can you
14 compare the two when they refuse to even admit work
15 that has been done. That's part of the due process.

16 Number six, clarify the status of the
17 Muckleshoot application. Is it going ahead? We have
18 been told one thing and another. We need to know what
19 the facts are.

20 Those are my six points. Thanks.

21 MR. BASS: Next speakers are Fred Buck,
22 Mechthild Ras't, and Bob Kupor. I will bet I butchered
23 some of those names.

24 If we can get the next three speakers to come
25 forward.

1 MR. BUCK: My name is Fred Buck, and I live
2 at 4708 Northeast 55th in Seattle. I am particularly
3 concerned with this late addition when the City and the
4 school district got together and decided to use
5 Building 9 for an interim site for Ballard High
6 School. And I don't think the Environmental Impact
7 Statement has adequately covered that.

8 Initially, as I understand it, the existing
9 building was going to be used for 200 units of low
10 income housing. And for some reason or other, the
11 school district decided that Wilson Pacific which they
12 had planned to use to house the Ballard students -- I
13 guess it would be with teachers about 2,000 of them at
14 Wilson Pacific -- and they abruptly decided to abandon
15 that and use the Building 9 at Sand Point. Which, of
16 course, displaced the original plan abruptly that was
17 supposed to be for low income housing.

18 I don't think the Environmental Impact
19 Statement adequately addresses the impact that both of
20 those moves had on the original plan. And you have got
21 students being bused from one end of the city, the west
22 end, all the way to the East end.

23 With the amount of buses and traffic it would
24 generate -- and I assume that a lot of the kids drive
25 their cars to school, which would put a tremendous

1 impact on the traffic in that area. Plus, the problem
2 with the parking of cars and then of course that
3 displaces the low income housing.

4 So then they decided to raise that to 250
5 units, but build new housing to accommodate what
6 Ballard high school planned to displace. And this went
7 through very rapidly without any adequate public
8 hearing. I hardly even heard about it myself, and I
9 don't live far from the District.

10 What really concerns me is that the
11 Environmental Impact Statement is supposed to cover the
12 impacts of these major moves and it is totally
13 inadequate for both those problems, not to mention that
14 if all those kids are coming back and forth, probably
15 you are going to get considerable vandalism. Not that
16 they are any different than anyone else, but it would
17 cause a lot of problems in that respect in the
18 adjoining neighborhoods.

19 Thank you.

20 MR. BASS: Ms. Ras't.

21 MS. RAS'T: My name is Mechthild Ras't. I am
22 living in neighborhood here. I have just two very
23 brief things. One thing is that I would really like to
24 support the all park alternative, that this be
25 considered.

1 And second, I want to make a point which is
2 besides the point of this meeting, but I don't know
3 where else to make it so I make it right here. And
4 this is that since the City has gone through the
5 motions of getting input from citizen but really
6 disregarding it, I am concerned that Mayor Rice is
7 actually considered possibly as a Secretary of Housing
8 and Urban Planning for the Federal government. I think
9 that people should write how this has been a farce as
10 to what has been going on here in getting citizen input
11 but then just disregarding itself. We don't need to
12 have Secretary of Housing like that.

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13 MR. BASS: Can we get the spelling of your
14 name?

15 MS. RAS'T: My first name is M E C H T H I L
16 D. My last name is R A S' T, like Tom.

17 MR. BASS: Bob Kupor, K U P O R signed up to
18 speak.

19 Is there anybody else that would like to make
20 a public comment? Please stand up and come forward,
21 one at a time or two at a time.

22 MR. WEAVER: I thought I signed up.

23 MR. BASS: Give us your name and address and
24 spell that name.

25 MR. WEAVER: My name is Neale Weaver, N E A L

1 E. My address is 6542 51st Avenue Northeast Seattle
2 98115. I have been a member of the Sand Point
3 Community Liaison Committee since 1991. I am speaking
4 as a member of the View Ridge Community. First, I have
5 a few editorial comments and then some questions on the
6 draft Environmental Impact Statement. I do not
7 understand the timing of the Environmental Impact
8 Statement release which has been discussed earlier.
9 And I think we should have an extension on that period
10 so it doesn't end on December 23rd. That's been
11 covered already.

32

12 Next point is: I do not understand why the
13 Muckleshoot Tribe has a plan for Sand Point. I don't
14 know how they would finance the operation, since they
15 cannot provide housing for the tribal members in
16 Auburn. Their commercial, education and et cetera, are
17 totally incompatible with the neighborhood. If you
18 want community input on the City's plan, you should
19 read volume III of the City's Environmental Impact
20 Statement. There are about 280 letters from interested
21 citizens. These are overwhelmingly in favor of no
22 housing of Building 9, no housing at all or no new
23 construction.

33

24 And under the section on Social Economic, the
25 Muckleshoot plan calls for a 5,000 to 7,000 student

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1 population. I hope I read that correctly. What are
2 the mitigating measures for the increase in traffic,
3 crime; decrease in property values, noise, et cetera.
4 It would be a tremendous impact on the community.

5 Under the Biological Resources and Endangered
6 Species section, the Environmental Impact Statement
7 states that no significant impacts are anticipated with
8 minimal impact on vegetation, wildlife, wet lands and
9 endangered species. I think Lyn Ferguson covered that
10 area already.

11 Under Land Use section on education, quote:
12 "No impact on site or surrounding neighborhoods." I
13 feel there would be a tremendous impact from the
14 education on both. The final Environmental Impact
15 Statement should address the scope and impact of
16 education and provide mitigating measures.

17 Under Historic District, my understanding is
18 the area designated as an historical district is
19 eligible for the national register but not officially
20 designated yet. Also eligible, the District needs to
21 be treated as if it is on the national registers.
22 Restrictions for any changes are on land in the
23 district as well as buildings.

24 Proposed new construction for in-fill housing
25 would be very difficult to correlate with the existing

1 architecture or at a reasonable cost.

2 But there is a plan as required between the
3 Navy and the City in reference to the historical
4 district of Sand Point, and if so, it should be
5 included in the Environmental Impact Statement. I
6 understand there is none. I learned that earlier.

7 In reference to property values, my last
8 point, one place indicates a 2 to 6 percent decrease in
9 property values. Of course, this is unacceptable. The
10 mitigating measures for the city plan and options
11 include designing new houses to preserve views and
12 retain neighbor character. Doesn't this conflict with
13 the historical district's restrictions on type of
14 construction?

15 Then volume II page 9.3, the findings
16 suggested that large segments of subsidized housing and
17 service facilities tend to impact negatively more
18 affluent similar housing. What are the mitigating
19 measures? We are told this is a mitigating -- or
20 rather an affluent neighborhood. Let's review the plan
21 and make some adjustments.

22 I will send in my comments.

23 MR. BASS: Thank you, sir.

24 If we can have your name, address and the
25 spelling of your name.

1 MR. APROBERTS: My name is James P. as in
2 Percy, Aproberts A P R O B E R T S. My address is 5737
3 64th Avenue Northeast, Seattle 98105.

4 So much real, valuable information has
5 already been presented that I feel that there is
6 absolutely no excuse for not granting a thirty day
7 extension in order to give us time to really address
8 the problem as we see it. Our access to these 42
9 documents has been limited. I would like to point out
10 that in contrast to the Brack program, on which I was
11 privileged to serve, there was a great deal more
12 community action.

13 Much of the Environmental Impact Statement
14 appears to be a series of essays produced by various
15 people. And in several cases the statistical
16 techniques that were used are, to say the least,
17 misleading. I cite for example the part on your
18 demographics where you list tracts 40, 41, 42 and 22. 43
19 And for some strange reason, 63 which happens to be
20 Broadmoore. Now why you didn't include in your
21 demographics the tracts that are bounded by tracts 22,
22 40 and 41 which are 24, 28, 30, is a mystery to me.

23 With reference to your crime -- and
24 incidently, the data and the technique used by your 44
25 appraiser are not completely comparable to the

1 requirements that highest and best use be evaluated,
2 and that you address yourself to like conditions. I
3 would be glad to address that further.

4 The part regarding crime impact, the
5 technical report actually disputes statistics provided
6 by the City of Seattle's annual police report regarding
7 the incidents of crime in the tracts adjacent to or
8 containing the present Garden Communities. I think
9 that's the part I wanted. But I am quite a strong
10 believer in the democratic process. I salute all the
11 people who have come forward and said what they had to
12 say.

13 MR. BASS: Somebody else who has not signed
14 up who would like to step forward and make a comment?

15 MR. RICHARDS: I am Fred Richards. I live at
16 of 6657 Northeast Windemere Road. And I wonder if
17 Captain Geberts has ever served on this in this area or
18 in Sand Point.

19 CAPTAIN GEBERT: No, not at Sand Point.

20 MR. RICHARDS: Have you ever been out here
21 during the rush hours?

22 CAPTAIN GEBERT: Yes, sir.

23 MR. RICHARDS: Have you ever tried to get
24 through what we call the mess of Montlake? I mean, we
25 have a traffic problem in this part of the world that

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1 when you try to cross the Canal going downtown that is
2 murder. And, of course, if you ever try to go across
3 45th or 50th or 65th during the rush hour, it is very,
4 very difficult.

5 And according to the principal of Ballard
6 High, some where between 150 and 200 kids bring their
7 cars to school every day. And I don't think there has
8 been enough emphasis placed upon the impact of the
9 traffic problem that is going to be exacerbated by this
10 advent of having the high school here, particularly
11 with whatever else is going to become part of this
12 installation.

46

13 Thank you very kindly.

14 MR. BASS: Thank you, sir.

15 MR. MCFARLAND: My name is Alan McFarland.
16 I reside at 6649 Northeast Windemere Road, Seattle
17 98115. I want to echo Mr. Aproberts' comments about
18 timing. This is very similar to a Navy ship that's
19 about to run aground and destroy an awful lot of
20 people. If we had a little bit more maneuvering time,
21 gentlemen, of sixty days, I think we could make a lot
22 better landing for this ship than is currently on the
23 books. Thank you very much.

47

24 MR. BASS: We will consider that request.

25 Other comments please?

1 CAPTAIN GEBERT: If there are no further
2 comments, I would like to thank you all for attending
3 and for your comments. Let me remind you that the
4 written comments are encouraged. Those are due to be
5 post marked by December 23rd. If you would like to
6 submit your comments before you leave there is a box in
7 the lobby you can drop your comments into for your
8 convenience. Otherwise, please mail your comments to
9 the address on the comment form in your packet. The
10 final Environmental Impact Statement will take a
11 summary of these comments and brief explanation of how
12 we addressed your comments.

13 Thank you again for coming and for your good
14 comments. This concludes the public hearing tonight.
15 Thank you.

16 HEARING CONCLUDED AT 8:00 p.m.

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C E R T I F I C A T E

STATE OF WASHINGTON)
COUNTY OF KING) ss.

I, the undersigned Notary Public in and for the State of Washington, do hereby certify:

That the annexed and foregoing transcript of proceedings was taken stenographically before me and reduced to typewriting under my direction;

I further certify that all objections made at the time of said examination to my qualifications or the manner of taking the transcript of proceedings or to the conduct of any party, have been noted by me upon said transcript;

I further certify that I am not a relative or employee or attorney or counsel of any of the parties to said action, or a relative or employee of any such attorney or counsel, and that I am not financially interested in the said action or the outcome thereof;

I further certify that the transcript of proceedings, as transcribed, is a full, true and correct transcript of the proceedings including statements of counsel, and all objections, motions, and exceptions of counsel made and taken at the time of the foregoing proceedings;

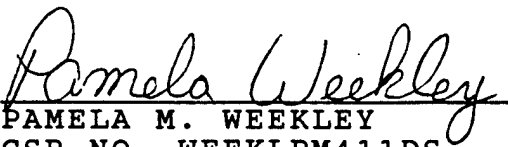
DRAFT EIS PUBLIC HEARING, 12-2-96 46

PAM WEEKLEY, COURT REPORTER, 448 CENTRAL BUILDING
810 THIRD AVENUE, SEATTLE, 98104, 623-3614, 833-2278

1 I further certify that I am sealing the
2 statement of proceedings in an envelope with the title
3 of the above cause thereon, and marking it with the
4 title of the foregoing proceedings and promptly
5 delivering the same to the Clerk of the above-entitled
6 Court.

7 IN WITNESS WHEREOF, I have hereunto set my
8 hand and affixed my official seal this 10th day
9 of December, 1996.

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PAMELA M. WEEKLEY
CSR NO. WEEKLPM411DS
Notary Public in and
for the State of
Washington, residing at
Auburn.

Response

Public Hearing-PH

- PH-1 See response L-1-9.
- PH-2 See response L-1-9.
- PH-3 See response L-1-9.
- PH-4 Navy is currently in the process of establishing a Programmatic Agreement which will provide specific details and mitigating measures to protect the historic district and its contributing element.

Further details have been included in the FEIS to specify actions with regard to protection should Navy retain the property under the No-action Alternative. In order to specify the additional detail the DEIS has been amended as follows:

The Summary section, Summary of Environmental Impacts, Historic and Cultural Resources (paragraph 5 on page xi) has been amended as follows:

~~Under the No-action alternative, wherein Navy retains the base, Navy will continue to maintain the historic buildings to prevent their deterioration. No impact would result from the No-action alternative because Navy would continue to follow its Historic and Archeological Resources Protection Act (HARP) plan. Under this plan, Navy must comply with all federal laws on historic preservation. Under the No-action Alternative, Navy retains ownership of Sand Point. Under this scenario, Navy will continue with the interim lease until it expires. In the Interim Lease, any building reconfiguration or alteration will be subject to Section 106 review, coordinated, and ultimately approved or disapproved, by Navy. Those structures not leased for reuse will be retained in a "layaway" condition in accordance with Navy caretaker standards. The Historic and Archaeological Resources Protection (HARP) plan recommendations regarding protection and maintenance will not be applied to those buildings or grounds held in layaway status. Caretaker maintenance standards for these buildings maintained in "layaway" status will consist of structural integrity, and weather resistance. Over time, this level of maintenance could result in adverse impacts on historic resources. If adverse impacts should occur, Navy will comply with National Historic Preservation (NHPA) requirements through the development of a Memorandum of Agreement (MOA) concerning these impacts.~~

All other sections in the FEIS referring to the No-action alternative have been amended according to the above text.

- PH-5 See response PH-4.
- PH-6 The comment has been noted.
- PH-7 See response L-1-39.
- PH-8 See response CG-3-2.
- PH-9 See response CG-3-2.
- PH-10 Based on numerous requests, the DEIS comment period was extended to January 17, 1997.
- PH-11 See response L-1-9.
- PH-12 In Section 4.2.2 subheading Historic Resources, subheading Reuse Plans, the following paragraph has been added to the end of this subsection (page 4-51):
- "The Preferred Alternative proposes new construction of housing in the proposed historic district. Depending on the design of the new construction, such construction could have either an adverse effect on the character of the historic district. A detailed assessment of the impact on historic resources of new construction is not possible until sketches and elevations of the proposed new buildings have been developed. However, since the City will consult with the SHPO regarding new construction, it is assumed that buildings will be designed to avoid any adverse effect. Mitigating measures for historic and cultural resources are described in Section 4.2.3.
- PH-13 See response PH-4.
- PH-14 The comment has been noted. See response L-1-9 for further details regarding the plan analyzed in this document. Also, based on numerous requests, the DEIS comment period was extended to January 17, 1997.
- PH-15 See response L-1-9.
- PH-16 Refer to Section 2.1.2 (page 2-4) Excluded Alternatives for clarification.
- PH-17 See response L-1-9.

- PH-18** The person commenting refers to the U sector which is described in the "Crime and Law Enforcement" subsections of the Public Health and Safety section. The information presented on the U sector concerns law enforcement only and not crime rates. In Section 4.8.1 (page 4-133), information on the U sector is presented because that is how the City of Seattle Police Department is organized. Impacts to law enforcement will, therefore, affect the whole U sector. However, the crime statistics are presented in a more refined analysis and focus on the Sand Point Naval Station and the immediately adjacent Census Tracts for comparison with the City as a whole and with the northeast part of the City. See Figures 4-26 (page 4-134) and 4-7 (page 4-54).
- PH-19** Navy acknowledges the existence of the tapes, however the tapes cannot be used in lieu of the commentor's comment
- PH-20** The comment has been noted.
- PH-21** See response L-1-9.
- PH-22** See response I-10-2.
- PH-23** See response I-10-3.
- PH-24** See response I-10-4.
- PH-25** See response I-10-5.
- PH-26** See response I-10-6.
- PH-27** The use of Building 9 has been evaluated under the City Plan and Options analysis. Impacts relating to this use have been evaluated throughout the document.
- PH-28** See response PH-27 and the transportation section of the DEIS.
- PH-29** See response PH-28.
- PH-30** See response PH-16.
- PH-31** The comment has been noted.

- PH-32** See response L-1-9 for further details regarding the plan analyzed in this document. Also, based on numerous requests, the DEIS comment period was extended to January 17, 1997
- PH-33** The comment has been noted.
- PH-34** Mitigation measures are included throughout the document for the Muckleshoot Plan. Table 2-3 (page 2-19) lists a summary of all impacts and mitigation measures for each of the alternatives, including the Muckleshoot Plan.
- PH-35** See responses CG-3-2 for further details.
- PH-36** The comment has been noted.
- PH-37** The district designated by Navy historical inventory was expanded and determined eligible for the National Register by the Washington State Historic Preservation Office. Resources determined eligible do require the same level of process as those on the National Register. The law requires consideration of historic values in a project planning process but not absolute preservation in the current state. Designation of a Historic District does not preclude new construction within the district boundaries. Basic character of the south end of the district is residential, so additional residential construction in this area could be considered a compatible land use.
- PH-38** Any proposed new construction would be subject to the review process established. The City of Seattle is in the process of developing design guidelines to be applied to projects in the historic district to maintain compatibility with historic character. New construction would have to apply these guidelines relating to general building scale and mass, materials and exterior details (such as roof lines and fenestration) even if it increases the cost of construction.
- PH-39** See responses CG-4-5, CG-8-3 and CG-4-10.
- PH-40** Please see response I-27-5.
- PH-41** Please see response I-27-5.
- PH-42** The DEIS comment period was extended to January 17, 1997.
- PH-43** A list of the Census Tracts used in the demographic analysis is found in the first paragraph of Section 4.3.1 (page 4-53). The socioeconomic study area

includes Census Tracts 22, 23.98, 24, 39, 40.98, 41, and 42. These tracts are all located in the neighborhood of Naval Station Sand Point and shown on Figure 4-7 (page 4-54).

- PH-44** It is unclear as to what the commentor is asking. The comment has been noted.
- PH-45** The comment has been noted. Additional analysis has been provided regarding the Bridge. See responses L-1-4 and L-1-30.
- PH-46** Ballard High School is no longer being considered as an option. All references to Ballard High School have been removed. See General Errata, Chapter 2.0 of this volume, for further details.
- PH-47** The comment has been noted.

Section 4.0
Log of Comments by Name

4.0 LOG OF COMMENTS BY NAME

Name	Comment Number	Name	Comment Number
apRoberts, James P., 1/17/97	I-19-1	City of Seattle Office of	
apRoberts, James P., 1/17/97	I-19-2	Management and Planning	L-1-9
apRoberts, James P., 1/17/97	I-19-3	City of Seattle Office of	
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Environmental Stewardship Committee for Magnuson Park/Seattle Audubon	CG-3-1	McFarland, Alan	PH-47
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Section 5.0
FEIS Distribution List

DISTRIBUTION LIST
(LIST OF AGENCIES, ORGANIZATIONS AND PEOPLE
TO WHOM THE FINAL ENVIRONMENTAL IMPACT STATEMENT WILL BE SENT)

FEDERAL OFFICIALS

Senator Slade Gorton
United States Senate
10900 NE 4th Street, Suite 2110
Bellevue, WA 98004-5841

Senator Patty Murray
United States Senate
2988 Jackson Federal Building
915 Second Avenue
Seattle, WA 98174

Representative Jennifer Dunn
United States Representative
50 116th Avenue SE, #201
Bellevue, WA 98004

Honorable Jim McDermott
7th District
1212 Tower Building
1809 7th Avenue
Seattle, WA 98101-1399

STATE REPRESENTATIVES AND SENATORS

Governor Gary Locke
Executive Department
Legislative Building
Olympia, WA 98501

Representative Frank Chopp
43rd District
P.O. Box 40600
Olympia, WA 98504

Representative Phyllis Kenney
46th District
P.O. Box 40600
Olympia, WA 98504

Senator Pat Thibaudeau
43rd District
414 John A. Sherberg Bldg.
P.O. Box 40482
Olympia, WA 98504

Representative Marlin Appelwick
46th District
P.O. Box 406001
Olympia, WA 98504

Senator Ken Jacobsen
46th District
P.O. Box 406001
Olympia, WA 98504

CITY/COUNTY/TRIBE OFFICIALS

Mayor Norm Rice
City of Seattle
600 4th Avenue
Seattle, WA 98104

Seattle City Council
600 4th Avenue, 11th Floor
Seattle, WA 98104

Seattle Planning Commission
600 4th Avenue, Room 221
Seattle, WA 98104

Ron Sims
King County Executive
516 3rd Avenue, Room 400
Seattle, WA 98104

King County Council
4020 King County Courthouse
Seattle, WA 98104

Virginia Cross
Chairperson
Muckleshoot Indian Tribe
39015 172nd Avenue SE
Auburn, WA 98002

FEDERAL AGENCIES

U.S. Army Corp of Engineers
Environmental Review Section
4735 East Marginal Way South
Seattle, WA 98134-2335

Department of Housing and Urban Development
Washington State Office
909 1st Avenue, Suite 190
Seattle, WA 98104

Environmental Protection Agency
1200 6th Avenue
M.S. ECO-088
Seattle, WA 98101

Federal Highway Administration
711 South Capitol Way, Suite 501
Olympia, WA 98501

U.S. Fish and Wildlife Service
North Pacific Coast Ecoregion
Western Washington Office
3704 Griffin Lane SE, Suite 102
Olympia, WA 98501-2192

NOAA
7600 Sand Point Way NE
Seattle, WA 98115

National Biological Service
Western Regional Office
909 1st Ave., Suite 800
Seattle, WA 98104

U.S. Department of Interior
Biological Resources Division
Frank S. Shepley, Director
Northwest Biological Science Center
6505 NE 65th Street
Seattle, WA 98115

U.S. Department of Interior
Director, Office of Environmental Affairs
MS 2340
1849 C Street NW
Washington, D.C. 20240

DTIC-OMI
Defense Technical Information Center
8725 John J. Kingmen Road
Suite 0944
Fort Belvoir, VA 22060-6718

WASHINGTON STATE AGENCIES

Washington Department of Ecology
Attn: Environmental Review Section
M/S PV-11
Olympia, WA 98504

Puget Sound Air Pollution Control Agency
110 Union St., Suite 500
Seattle, WA 98101

Department of Labor and Industries
Attn: Tim O'Grady
300 West Harrison, Room 201
Seattle, WA 98109

Department of Natural Resources
Aquatics Research Division
Attn: G. Pesaracki
P.O. Box 47027
Olympia, WA 98504-7027

Department of Natural Resources
South Puget Sound Regional Office
P.O. Box 68
Enumclaw, WA 98022-0068

Pamela McPortland
Department of Social and Health Services
MS 45848
Olympia, WA 98504-9848

Department of Community Trade and Economic
Development
Business Assistance Center
906 Columbia Street SW
P.O. Box 48300
Olympia, WA 98504-8300

Washington Department of Transportation
15700 Dayton Avenue North
Seattle, WA 98133

Department of Community Trade and Economic
Development
State Office of Archaeology and Historic
Preservation
111 21st Avenue SW
P.O. Box 48343
Olympia, WA 98504-8343

Washington State Archives
1120 Washington St. SE
Olympia, WA 98504

LOCAL AGENCIES

City of Seattle

City of Seattle
Executive Department
Office of Management and Planning
Office of Sand Point Operations
7400 Sand Point Way NE
Seattle, WA 98115

Seattle Public Library
1000 4th Avenue
Seattle, WA 98104-1193

Northeast Branch Library
6801 35th Avenue NE
Seattle, WA 98115

Seattle-King County Health Department
110 Prefontaine Place South
Seattle, WA 98104-2614

Mark Carey, Manager
Land Use Services Division
Dept. of Development & Environmental Services
3600 136th Place
Bellevue, WA 98006-1400

King County Library
300 8th Avenue North
Seattle, WA 98109

Seattle School District
815 4th Avenue North
Seattle, WA 98109

King County Department of Metropolitan Services
821 2nd Avenue
Seattle, WA 98104

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Ballard High School
1418 NW 65th
Seattle, WA 98117

OTHER ORGANIZATIONS

Association of Washington Cities
1076 Franklin Street SE
Olympia, WA 98501

Friends of the Earth
4512 University Way NE
Seattle, WA 98105

Greenpeace
4649 Sunnyside Avenue North, Suite 500
Seattle, WA 98103

Hawthorne Hills Club
5822 Ann Arbor Ave. NE
Seattle, WA 98105

Inverness Community Club
8530 54th Avenue NE
Seattle, WA 98115

Laurelhurst Community Advisory Council
5102 45th Avenue NE
Seattle WA 98105

North Seattle Community College
9600 College Way North
Seattle, WA 98103

Puget Sound Alliance
1415 N. Dravus
Seattle, WA 98119

Ravenna Bryant Community Assn.
6535 Ravenna Avenue NE
Seattle, WA 98115

Jeanette Williams
Sand Point Community Liaison Committee
P.O. Box 15580
Seattle, WA 98115-0580

Sand Point Community Housing Assn.
7400 Sand Point Way NE
Seattle, WA 98115

Sand Point Condominium Community
5834 NE 75th Street, B-301
Seattle, WA 98115-2106

Seattle Audubon Society
8050 35th Avenue NE
Seattle, WA 98115

Seattle League of Women Voters
1402 18th Avenue
Seattle, WA 98122

Sierra Club
Cascade Chapter
8511 15th Avenue NE
Seattle, WA 98115

University of Washington
Seattle, WA 98195

View Ridge Community Club
P.O. Box 15218
Seattle, WA 98115

Washington Environmental Council
1100 2nd Avenue, #102
Seattle WA 98101

Windermere Corporation
5424 Sand Point Way NE
Seattle, WA 98105

Windermere Association
Burnadette Laquer
6015 NE Windermere Rd.
Seattle, WA 98105

MEDIA

Seattle Times
P.O. Box 70
1120 John Street
Seattle, WA 98111

Seattle Post-Intelligencer
101 Elliott Avenue W
Seattle, WA 98119

Seattle Weekly
1008 Western Avenue, Suite 300
Seattle, WA 98104

University Herald
2314 3rd Avenue
Seattle, WA 98121

KCTS TV
401 Mercer Street
Seattle, WA 98109

KING TV/Radio
333 Dexter Avenue North
Seattle, WA 98109

KIRO TV/Radio
2807 3rd Avenue
Seattle, WA 98121

KOMO TV/Radio
100 4th Avenue North
Seattle, WA 98109

KSTW TV
2033 6th Avenue
Seattle, WA 98121

KUOW Radio
University of Washington
Seattle, WA 98195

KVI Radio
200 Tower Building
Seattle, WA 98101

ADDITIONAL RECIPIENTS

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5037 - 37th Avenue NE
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Sand Point Community Liaison Comm
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P.O. Box 31151
Seattle, WA 98103

Lynn Ferguson
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6422 NE 60th
Seattle, WA 98115

Judy Aitken
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Bellevue, WA 98008-5452

John Zimmerman
5818 NE 70th St.
Seattle, WA 98115

Diane Cook
10520 Exeter Ave. NE
Seattle, WA 98125

Jacqueline Lawson
Sandpiper Condominium
5831 NE 75th Street, B-301
Seattle, WA 98115-6394

Seattle Community Council Federation
2511 West Montlake Place East
Seattle, WA 98112